

ADMINISTRATIVE SITE DEVELOPMENT PERMIT (ASDP) SUBMITTAL

GILMAN POINT

SELF-STORAGE and LES SCHWAB TIRE CENTER

160 NW GILMAN BOULEVARD

ISSAQUAH, WASHINGTON 98027

S.E. 1/4 OF N.E. 1/4 OF SECTION 28, T. 24 N., R. 06 E., W.M.



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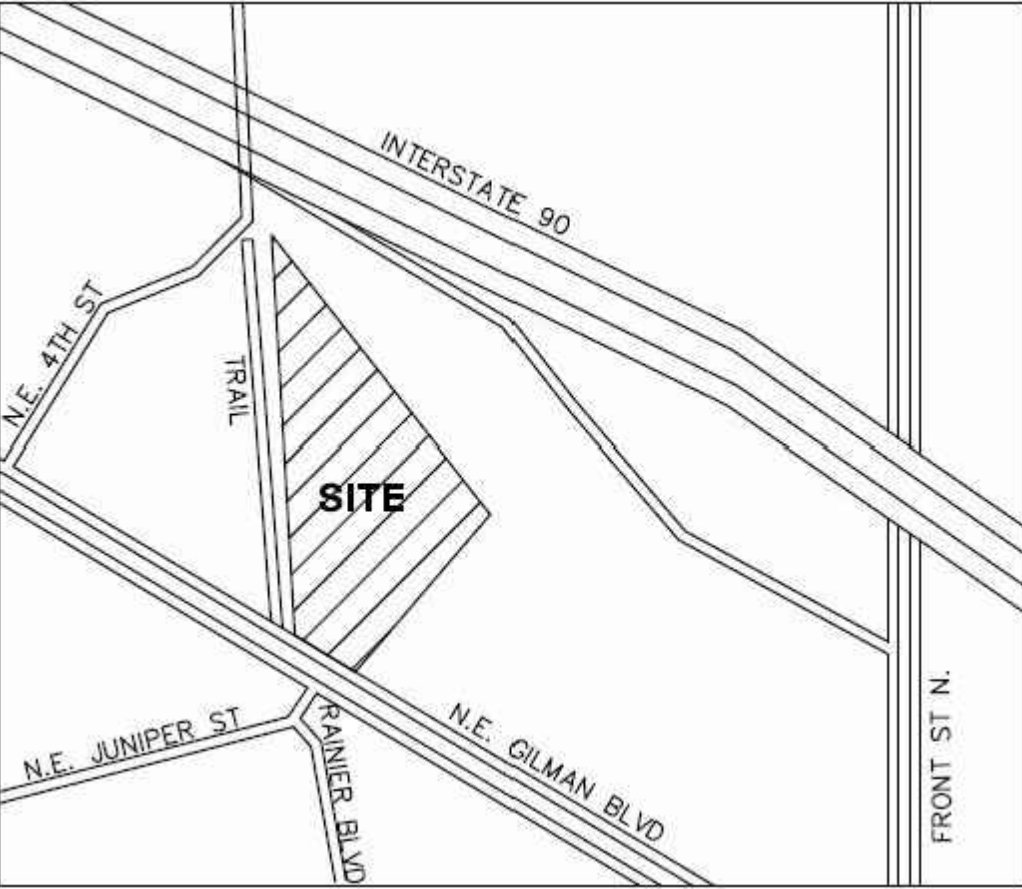
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24"x36" SCALE:	AS NOTED
PLOT DATE:	03-10-2015
CAD FILE:	14-140_A01_ASDP
JOB NUMBER:	14-140
CHECKED:	
DRAWN:	DYM
STATUS:	ISSUE FOR ASDP

COVER SHEET & PROJECT DATA

A0.1

VICINITY MAP



PROJECT TEAM

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PROJECT & SITE DATA

<b>SITE ADDRESS:</b> 160 NW GILMAN BOULEVARD ISSAQUAH, WA 98027  <b>LEGAL DESCRIPTION:</b> THAT PORTION OF LOTS 1 THROUGH 4, INCLUSIVE, BLOCK 6, HERBERT S. UPPER'S FIRST ADDITION TO ISSAQUAH, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 12 OF PLATS, PAGE 13, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:  BEGINNING AT THE NORTHWEST CORNER OF SAID BLOCK 6; THENCE SOUTH 16°41'00" EAST 414.26 FEET TO THE NORTHERLY MARGIN OF STATE HIGHWAY NO.2; THENCE SOUTH 48°25'00" EAST ALONG SAID NORTHERLY MARGIN 80 FEET TO THE MOST WESTERLY POINT OF A TRACT OF LAND AS DESCRIBED IN DEED RECORDED UNDER RECORDING NUMBER 890411132; THENCE NORTH 41°35'00" EAST 125.7 FEET; THENCE SOUTH 48°48'30" EAST 4.5 FEET; THENCE NORTH 42°45'03" EAST 120.98 FEET TO THE SOUTHWESTERLY MARGIN OF PRIMARY STATE HIGHWAY NO.2 (SR90) AS CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NUMBER 691461; THENCE NORTHWESTERLY ALONG SAID SOUTHWESTERLY MARGIN TO THE NORTH LINE OF LOT 1 IN SAID BLOCK 6; THENCE WEST ALONG SAID NORTH LINE TO THE POINT OF BEGINNING;  TOGETHER WITH THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 24 NORTH, RANGE 6 EAST, W.M., IN KING COUNTY, WASHINGTON, LYING NORTH OF LOCUST STREET, EASTERLY OF NORTHERN PACIFIC RAILROAD RIGHT-OF-WAY AND SOUTHERLY OF PRIMARY STATE HIGHWAY NO.2 (SR90);  AND TOGETHER WITH THAT PORTION OF LOCUST STREET LYING SOUTHERLY OF THE ABOVE DESCRIBED PORTION OF SECTION 28, AND NORTHERLY OF THE ABOVE DESCRIBED PORTION OF BLOCK 6, HERBERT S. UPPER'S FIRST ADDITION TO ISSAQUAH.  <b>PARCEL NUMBER:</b> 884350-0238 <b>JURISDICTION:</b> CITY OF ISSAQUAH <b>WATER &amp; SEWER DISTRICT:</b> CITY OF ISSAQUAH <b>SECTION/TOWNSHIP/RANGE:</b> NE-28-24-06 <b>PROPERTY ZONING:</b> MU (MIXED USE) <b>OVERLAY:</b> GILMAN <b>OCCUPANCY CLASSIFICATION:</b> S-2 (SELF-STORAGE) S-1/M (TIRE CENTER)  <b>SITE AREA CALCULATIONS</b> GROSS SITE AREA: 82,134 S.F. (1.89 ACRES) BASE SITE AREA: 82,134 S.F. DEVELOPABLE SITE AREA: 74,896 S.F. BASE F.A.R. @ 1.25: 93,620 S.F. PROPOSED BLDG AREA (GFA): 99,972 S.F. (F.A.R.=1.33) ADDITIONAL BUILDING AREA SUBJECT TO CDD'S SEC. 5.0 DENSITY BONUS PROGRAM: 6,352 S.F. PROPOSED IMPERVIOUS AREA: 61,858 S.F. (75.3%) PROPOSED PERVIOUS AREA: 20,276 S.F.	<b>BUILDING SETBACKS:</b> NORTH: 0' EAST: 0' SOUTH: 0' WEST: 0'  BUILDING HEIGHT PER MU ZONING: MAX. ALLOWED BUILDING HEIGHT: 54' (w/ MIN. 15' 1st FLR) ABOVE AVERAGE EXISTING GRADE.  PROPOSED BUILDING HEIGHT: SELF-STORAGE: 54' ABV. AVG. EXISTING GRADE LES SCHWAB: 25' 4" ABOVE FIN. GRADE  <b>SITE FIRE FLOW</b> <table><tr><th>REQUIRED</th><th>PROVIDED</th></tr><tr><td>3,125 GPM</td><td>3,500 GPM</td></tr></table> <b>BUILDING CONSTRUCTION DATA &amp; ANALYSIS:</b> <b>SELF-STORAGE BUILDING (BUILDING 'A')</b> OCCUPANCY TYPE: S-1 (SELF STORAGE) / B (OFFICE) BUILDING CONSTRUCTION TYPE: TYPE I-A BASE; II-B FLOORS 2-4 SPRINKLERED? YES FIRE ALARM SYSTEM? YES OCCUPANCY SEPARATION: 3-HOUR HORIZONTAL SEPARATION PROPOSED BETWEEN FLOOR 1 AND FLOORS 2-4  <b>LES SCHWAB TIRE CENTER BUILDING (BUILDING 'B')</b> PLEASE REFER TO SHEET AB2.1 FOR OCCUPANCY AND CONSTRUCTION TYPE FOR THE LES SCHWAB BUILDING  <b>DESIGN CODES</b> 2012 INTERNATIONAL BUILDING CODE WITH WASHINGTON STATE AMENDMENTS 2012 INTERNATIONAL FIRE CODE 2012 INTERNATIONAL MECHANICAL CODE 2012 UNIFORM PLUMBING CODE 2012 WASHINGTON STATE ENERGY CODE 2009 NATIONAL ELECTRICAL CODE 2009 ANSI A117.1-2009 ACCESSIBLE AND USABLE BUILDINGS AND FACILITIES ISSAQUAH MUNICIPAL CODE; CENTRAL ISSAQUAH DEVELOPMENT & DESIGN STANDARDS	REQUIRED	PROVIDED	3,125 GPM	3,500 GPM
REQUIRED	PROVIDED				
3,125 GPM	3,500 GPM				

ARCHITECTURAL ABBREVIATIONS

<b>SYMBOLS:</b> Ø AT & AND ∠ ANGLE --- CENTER LINE COPYRIGHT ° DEGREE Ø DIAMETER = EQUAL > GREATER THAN < LESS THAN # NUMBER % PERCENTAGE +/- PLUS/MINUS PLATE  <b>ABBREVIATIONS:</b> A.B.E. AVERAGE BUILDING ELEVATION A/C AIR CONDITIONER ADJ. ADJUSTABLE, ADJACENT ADM. ADMINISTRATION AFF. ABOVE FINISH FLOOR AFG ABOVE FINISH GRADE ALUM ALUMINUM ANOD. ANODIZED APPROX. APPROXIMATE ALT. ALTERNATE ASR AUTOMATIC SPRINKLER RISER AVG. AVERAGE BFF BELOW FINISH FLOOR BGD BELOW FINISH GRADE BO. BOARD BLDG. BUILDING B/S BUILDING STANDARD B.O. BOTTOM OF BOT. BOTTOM BTW. BETWEEN CB. CATCH BASIN CL. CAST IRON CP. CAST IN PLACE CJ. CONTROL JOINT CONSTRUCTION JOINT CMU CONCRETE MASONRY UNIT	COL. CONCRETE CONT. CONTINUOUS CONSTR. CONSTRUCTION CONTR. CONTRACTOR CPT. CARPET CT. CERAMIC TILE DF. DRAINING FOUNTAIN DS. DOWNSPOUT DWC. DRAINING EA. EACH ELEV. ELEVATION, ELEVATOR ELEC. ELECTRICAL EJ. EXPANSION JOINT EQ. EQUAL EXT. EXISTING EXP. EXPANSION EXT. EXTERIOR F.C.I.C. FURNISHED BY CONTRACTOR FD. FLOOR DRAIN FDN. FOUNDATION FF. FINISH FLOOR F.O.L.O. FURNISHED BY OWNER FEC. FIRE EXTINGUISHER CABINET F.C.I.C. FURNISHED BY CONTRACTOR FIB. FIBER FPFB. FIBER REINFORCED PANEL(S) FRP. FIBER REINFORCED PIPE FTG. FOOTING GA. GAUGE GALV. GALVANIZED GC. GENERAL CONTRACTOR GLP. GYPSUM LATH & PLASTER GNB. GYPSUM WALLBOARD H. HIGH, HEIGHT HB. HOSE BIBB HM. HOLLOW METAL HORIZ. HORIZONTAL HT. HEIGHT HTR. HEATER INSUL. INSULATION	COLUMN CONCRETE CONTINUOUS CONSTRUCTION CONTRACTOR CARPET CERAMIC TILE DRAINING FOUNTAIN DOWNSPOUT EACH ELEVATION, ELEVATOR ELECTRICAL EXPANSION JOINT EQUAL EXISTING EXPANSION JOINT EXTERIOR FURNISHED BY CONTRACTOR FLOOR DRAIN FOUNDATION FINISH FLOOR FURNISHED BY OWNER OWNER FIRE EXTINGUISHER CABINET FURNISHED BY OWNER INSTALLED BY CONTRACTOR FROST PROOF HOSE BIBB FIBER REINFORCED PANEL(S) FOOTING GAUGE GALVANIZED GENERAL CONTRACTOR GYPSUM LATH & PLASTER GYPSUM WALLBOARD HIGH, HEIGHT HOSE BIBB HOLLOW METAL HORIZONTAL HEIGHT HEATER INSULATION	JT/JTS. JOINT, JOINTS L. LONG, LENGTH LAM. LAMINATE, LAMINATED L.F. LINEAR FOOT, LINEAL FOOT LW. LEVEL MAS. MASONRY MAX. MAXIMUM M.B.S. METAL BUILDING SUPPLIER MCT. MARBLE/COMPOSITE TILE MECH. MECHANICAL MEZZ. MEZZANINE MTL. METAL MFG. MANUFACTURING MFR. MANUFACTURER MH. MANHOLE MIN. MINIMUM MISC. MISCELLANEOUS M.O. MASONRY OPENING M.R. MOISTURE RESISTANT MTD. MOUNTED MTC. MOUNTING NIC. NOT IN CONTRACT NOM. NOMINAL NTS. NOT TO SCALE ON CENTER O.H. OVERHEAD OPP. OPPOSITE OVR. OVER PERP. PERPENDICULAR PLATE, PLASTIC LAMINATE P-LAM. PLUMBING CA. GALVANIZED GC. GENERAL CONTRACTOR GLP. GYPSUM LATH & PLASTER GNB. GYPSUM WALLBOARD H. HIGH, HEIGHT HB. HOSE BIBB HM. HOLLOW METAL HORIZ. HORIZONTAL HT. HEIGHT HTR. HEATER INSUL. INSULATION	JT/JTS. JOINT, JOINTS L. LONG, LENGTH LAM. LAMINATE, LAMINATED L.F. LINEAR FOOT, LINEAL FOOT LW. LEVEL MAS. MASONRY MAX. MAXIMUM M.B.S. METAL BUILDING SUPPLIER MCT. MARBLE/COMPOSITE TILE MECH. MECHANICAL MEZZ. MEZZANINE MTL. METAL MFG. MANUFACTURING MFR. MANUFACTURER MH. MANHOLE MIN. MINIMUM MISC. MISCELLANEOUS M.O. MASONRY OPENING M.R. MOISTURE RESISTANT MTD. MOUNTED MTC. MOUNTING NIC. NOT IN CONTRACT NOM. NOMINAL NTS. NOT TO SCALE ON CENTER O.H. OVERHEAD OPP. OPPOSITE OVR. OVER PERP. PERPENDICULAR PLATE, PLASTIC LAMINATE P-LAM. PLUMBING CA. GALVANIZED GC. GENERAL CONTRACTOR GLP. GYPSUM LATH & PLASTER GNB. GYPSUM WALLBOARD H. HIGH, HEIGHT HB. HOSE BIBB HM. HOLLOW METAL HORIZ. HORIZONTAL HT. HEIGHT HTR. HEATER INSUL. INSULATION	REINFORCING REQUIRED RUBBER FLOORING RESTROOM ROUGH OPENING PUBLIC RIGHT OF WAY SELF ADHESIVE MEMBRANE SCHEDULE SOLID CORE SQUARE FOOTAGE SAFETY GLASS SHEET SIMILAR SPECIFICATION SQUARE STAINLESS STEEL SANITARY SINKER STANDARD STEEL STRUCTURE, STRUCTURAL SUSP. SUSPENDED SYS. SYSTEM T. TOP, TOPPED, TREAD, TOP TEMP. TEMPERED TEL. TELEPHONE TEMP. TEMPERED TAG. TONGUE & GROOVE TEMPERED GLASS T.O. TOP OF TYP. TYPICAL UTIL. UTILITY UNLESS OTHERWISE NOTED VCT. VINYL COMPOSITION TILE VERT. VERTICAL W. WIDE W/O. WITHOUT W-WAT. WALK OFF MAT WR. WATERPROOF WRB. WATER RESISTANT WRB. WATER RESISTANT BARRIER WTR. WEIGHT WWM. WELDED WIRE MESH WWM. WELDED WIRE FABRIC Y.C. YARD DRAIN
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SYMBOLS LEGEND

1 (CLOUD) REVISION NO. (TITLE BLOCK SHOWS REV. DATE) INDICATES REVISED AREA Xc DETAIL NO. DESIGNATION XXXX SHEET THAT DETAIL IS SHOWN Bldg. SECTION NO. SHEET THAT SECTION IS SHOWN WALL SECTION NO. SHEET THAT SECTION IS SHOWN A INTERIOR ELEV. NO. B WALL ORIENTATION C SHEET THAT INTERIOR ELEV. IS SHOWN TRUE NORTH PROJECT NORTH 1 SHEET KEY NOTE 101A DOOR SCHEDULE KEY (CORRESP. TO ROOM NO. WHERE DOOR OCCURS) 1 WINDOW SCHEDULE KEY	ROOM NAME ROOM NAME ROOM NO. XXXX S.F. ROOM AREA PL-1 FINISH SCHEDULE KEY 01 EQUIP. SCHEDULE KEY X-2 CASEWORK DTL. NO. XXXX SHEET NO. WALL TYPE NO. WALL TYPE LETTER DATUM POINT +8'-0" A.F.F. ACT. CEILING FINISH CEILING TYPE GRID DESIGNATION 1/4:12 ROOF SLOPE AND DIRECTION KEY BREAK LINE SYMBOL MATCH LINE MATCH LINE
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PARKING		REQ'D	PROP.
PARKING LOT LANDSCAPING: 10% OF PARKING AREA x 19,005 SF + EDGE LANDSCAPING 1 TREE PER 6 STALLS x 44 STALLS		1,900	2,117 SF
GENERAL LANDSCAPING: TYPE II PERIMETER LANDSCAPING		7.33	7 TREES
MINIMUM TREE DENSITY: 4 SIGNIFICANT TREES (OR CALIPER EQUIV) PER 5,000 SF DEVELOPABLE AREA x 74,896 SF		60	XX TREES
REFER TO LANDSCAPE PLANS FOR TREE REPLACEMENT AND LANDSCAPE AREAS			

PARKING										
		PARKING RATIO		MIN. (or) MAX.		PARKING SPACES				
						REQ'D	PROV.			
SELF STORAGE	89,200 SF	BLDG AREA	0.160 per 1,000 SF	MIN.	14	26				
LES SCHWAB TIRE CENTER	7	# OF BAYS	2.50 per SERVICE BAY	MAX.	18	2				
TOTAL AUTOMOBILE PARKING										32 44
LES SCHWAB LOADING BAY	12,556 SF	BLDG AREA	1.0 per 10,000 SF	MIN.	1	1				
MOTORCYCLE PARKING	32	AUTO PARKING	1.0 per 36 SP	MIN.	1	0				
BICYCLE PARKING	99,972 SF	BLDG AREA	1.0 per 5,000 SF	MIN.	20	2				
TOTALS										1 44

FOOTNOTES:

1. SELF STORAGE PARKING RATIO UTILIZES INSTITUTE OF TRAFFIC ENGINEERS (ITE) PUBLISHED PARKING DEMAND DATA FOR SELF STORAGE STRUCTURES

2. PER CDD'S TABLE 8.10-1 FOR GENERAL COMMERCIAL/MAINTENANCE & SERVICE SHOPS

3. BASED ON THE PROPOSED USES FOR THE SITE (SELF STORAGE AND AUTOMOBILE TIRE CENTER) AND CDD'S SECTION 8.12.A.3 NO MOTORCYCLE PARKING IS PROPOSED

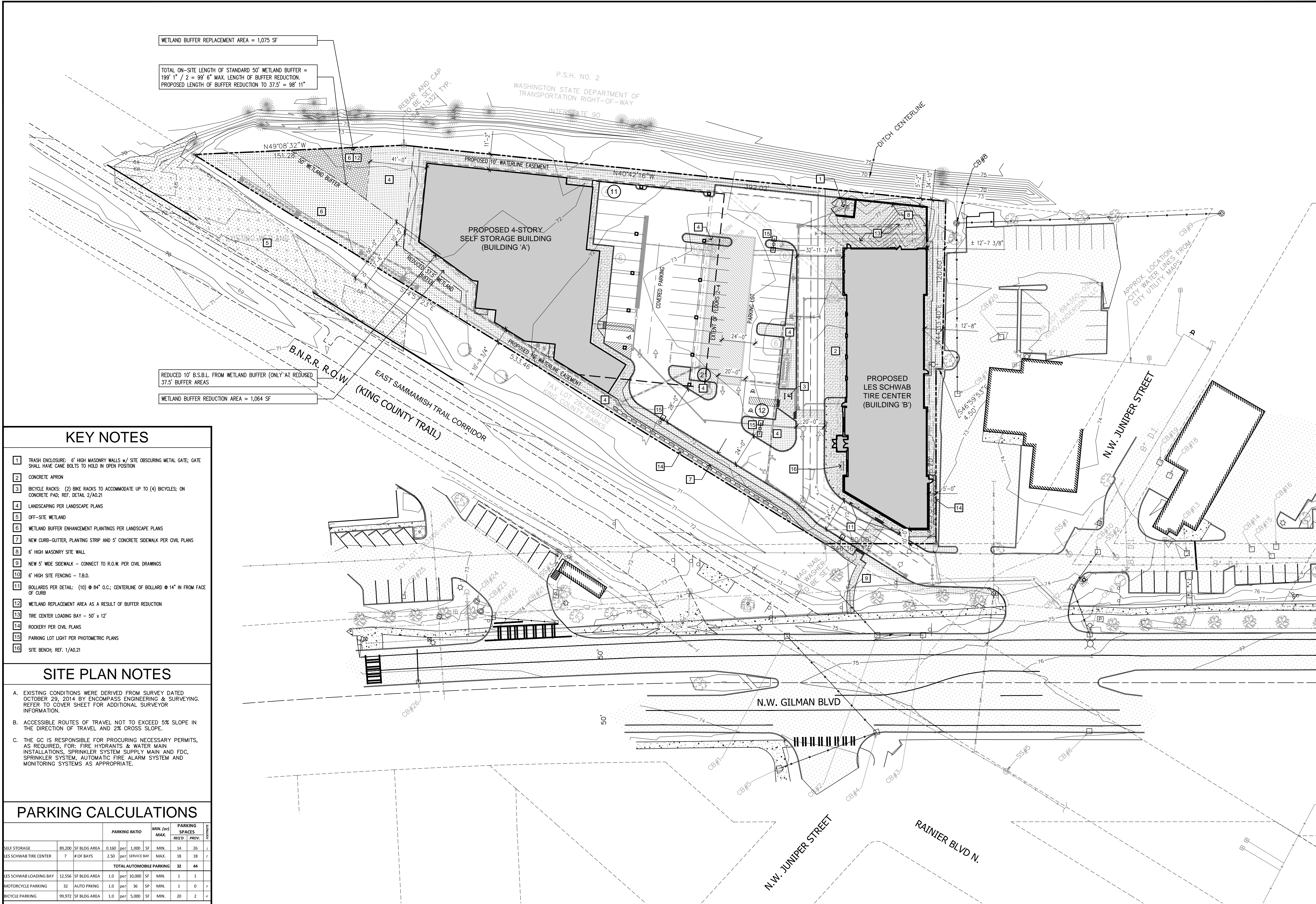
4. BASED ON THE PROPOSED USES FOR THE SITE (SELF STORAGE AND AUTOMOBILE TIRE CENTER) AND CDD'S SEC. 8.11.B.3 THE MINIMUM BICYCLE PARKING IS BEING PROPOSED.

PARKING SPACE TYPE DISTRIBUTION			
PARKING TYPE	SIZE (MINIMUM)	REQ'D	PROV.
STANDARD SIZE	18.5' x 9'	27	1
COMPACT	16' x 8'	4	4
VAN ACCESSIBLE	18.5' x 9' w/ ACCESS AISLE	1	1
ACCESSIBLE	18.5' x 9' w/ ACCESS AISLE	1	2
LOADING SPACE	25' x 10' (TYPE 'A')		1
		TOTALS	1 44

SCOPE OF WORK

THE PROJECT PROPOSES CONSTRUCTION OF (1) 4-STORY, FULLY ENCLOSED SELF-STORAGE BUILDING OF APPROXIMATELY 88,000 SQUARE FEET AND (1) TIRE SHOP OF APPROXIMATELY 12,000 SQUARE FEET WITH (7) SERVICE BAYS AND A RETAIL/OFFICE AREA. SITE IMPROVEMENTS CONSIST OF GRADING AND ASSOCIATED IMPROVEMENTS INCLUDING 44 PARKING SPACES, LANDSCAPING, UTILITY IMPROVEMENTS AND BUFFER ENHANCEMENTS ACROSS A TOTAL SITE AREA OF 82,134 SQUARE FEET (1.89 ACRES).	
REQUIRED PERMITS	
• ADMINISTRATIVE SITE DEVELOPMENT PERMIT - LEVEL 2 MAJOR • CLEARING AND GRADING PERMIT • UTILITY AND ROW PERMITS • BUILDING PERMIT (FOR EACH OF TWO BUILDINGS) • PLUMBING AND MECHANICAL PERMITS (FOR EACH OF TWO BUILDINGS) • ELECTRICAL PERMITS (FOR EACH OF TWO BUILDINGS) • FIRE SPRINKLER PERMITS (FOR EACH OF TWO BUILDINGS) • FIRE ALARM PERMITS AS APPROPRIATE	





### KEY NOTES

- TRASH ENCLOSURE: 6' HIGH MASONRY WALLS w/ SITE OBSCURING METAL GATE; GATE SHALL HAVE CANE BOLTS TO HOLD IN OPEN POSITION
- CONCRETE APRON
- BICYCLE RACKS: (2) BKE RACKS TO ACCOMMODATE UP TO (4) BICYCLES; ON CONCRETE PAD; REF. DETAIL 2/A0.21
- LANDSCAPING PER LANDSCAPE PLANS
- OFF-SITE WETLAND
- WETLAND BUFFER ENHANCEMENT PLANTINGS PER LANDSCAPE PLANS
- NEW CURB-GUTTER, PLANTING STRIP AND 5' CONCRETE SIDEWALK PER CIVIL PLANS
- 6' HIGH MASONRY SITE WALL
- NEW 5' WIDE SIDEWALK - CONNECT TO R.O.W. PER CIVIL DRAWINGS
- 6' HIGH SITE FENCING - T.B.D.
- BOLLARDS PER DETAIL: (10) Ø 84" O.C.; CENTERLINE OF BOLLARD Ø 14" IN FROM FACE OF CURB
- WETLAND REPLACEMENT AREA AS A RESULT OF BUFFER REDUCTION
- TIRE CENTER LOADING BAY - 50' x 12'
- ROCKERY PER CIVIL PLANS
- PARKING LOT LIGHT PER PHOTOMETRIC PLANS
- SITE BENCH; REF. 1/A0.21

### SITE PLAN NOTES

A. EXISTING CONDITIONS WERE DERIVED FROM SURVEY DATED OCTOBER 29, 2014 BY ENCOMPASS ENGINEERING & SURVEYING. REFER TO COVER SHEET FOR ADDITIONAL SURVEYOR INFORMATION.

B. ACCESSIBLE ROUTES OF TRAVEL NOT TO EXCEED 5% SLOPE IN THE DIRECTION OF TRAVEL AND 2% CROSS SLOPE.

C. THE GC IS RESPONSIBLE FOR PROCURING NECESSARY PERMITS, AS REQUIRED, FOR: FIRE HYDRANTS & WATER MAIN INSTALLATIONS, SPRINKLER SYSTEM SUPPLY MAIN AND FDC, SPRINKLER SYSTEM, AUTOMATIC FIRE ALARM SYSTEM AND MONITORING SYSTEMS AS APPROPRIATE.

### PARKING CALCULATIONS

			PARKING RATIO	MIN. (sq) MAX.	PARKING SPACES REQ'D	PROV.	DISCOUNT	
SELF STORAGE	89,200	SF BLDG AREA	0.160	per 1,000	SF	MIN. 14	26	1
LES SCHWAB TIRE CENTER	7	# OF BAYS	2.50	per	SERVICE BAY	MAX. 18	18	1
					<b>TOTAL AUTOMOBILE PARKING</b>	<b>32</b>	<b>44</b>	
LES SCHWAB LOADING BAY	12,556	SF BLDG AREA	1.0	per 10,000	SF	MIN. 1	1	1
MOTORCYCLE PARKING	32	AUTO PRKNG	1.0	per 36	SP	MIN. 1	0	1
BICYCLE PARKING	99,972	SF BLDG AREA	1.0	per 5,000	SF	MIN. 20	2	1

FOOTNOTES:  
1. SELF STORAGE PARKING RATIO UTILIZES INSTITUTE OF TRAFFIC ENGINEERS (ITE) PUBLISHED PARKING DEMAND DATA FOR SELF STORAGE STRUCTURES  
2. PER CIDD'S TABLE 8.10-1 FOR GENERAL COMMERCIAL/MAINTENANCE & SERVICE SHOPS  
3. BASED ON THE PROPOSED USES FOR THE SITE (SELF STORAGE AND AUTOMOBILE TIRE CENTER) AND CIDD'S SECTION 8.12.A.3 NO MOTORCYCLE PARKING IS PROPOSED.  
4. BASED ON THE PROPOSED USES FOR THE SITE (SELF STORAGE AND AUTOMOBILE TIRE CENTER) AND CIDD'S SEC. 8.11.B.1 THE MINIMUM BICYCLE PARKING IS BEING PROPOSED.

## SITE PLAN

SCALE: 1" = 30'

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## GILMAN POINT

SELF-STORAGE and LES SCHWAB TIRE CENTER  
160 NW GILMAN BOULEVARD  
ISSAQUAH, WASHINGTON 98027

REVISIONS		
NO.	DATE	BY
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ISSUE DATES

DESIGN APPROVAL: \_\_\_\_\_

PERMIT SUBMITTAL: \_\_\_\_\_

PERMIT RECEIVED: \_\_\_\_\_

BID DOCS: \_\_\_\_\_

CONSTR. DOCS: \_\_\_\_\_

24"x36" SCALE: 1" = 30'

PLOT DATE: 03-10-2015

CAD FILE: 14-140\_A02\_ASDP

JOB NUMBER: 14-140

CHECKED: \_\_\_\_\_

DRAWN: DYM

STATUS: ISSUE FOR ASDP

ARCHITECTURAL SITE PLAN

# A0.2

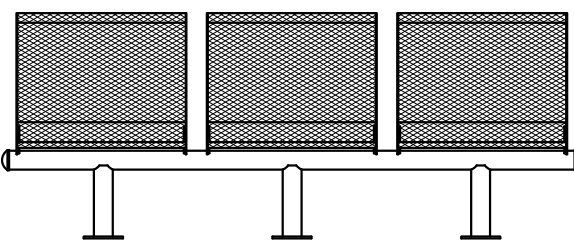
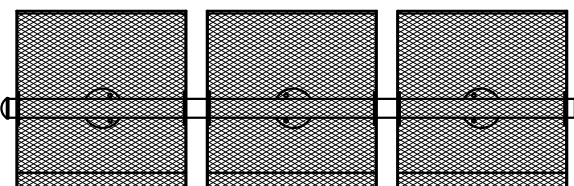




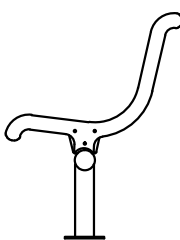
CURRENT SITE

SITE CONTEXT

NOTE:  
SEE FFE SCHEDULE REFERENCE, ARCHITECTURAL  
SHEET A151, FOR PROCUREMENT INFORMATION.  
FOLLOW ALL MANUFACTURERS RECOMMENDATIONS  
FOR INSTALLATION.



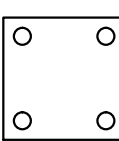
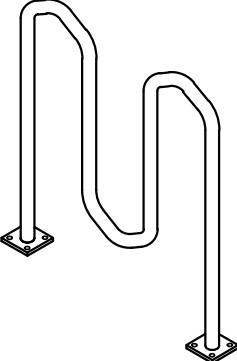
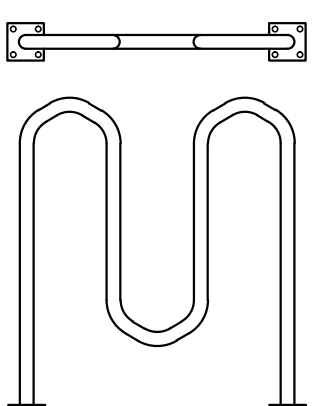
- BENCH SPECIFICATIONS:
1. WADSWORTH VALLEY MANUFACTURING INC. "CITY LIMITS STRAIGHT BENCH"
  2. PERFORATED 3 SEAT W/ BACK
  3. SURFACE MOUNT
  4. DARK BRONZE
  5. MODEL #0L321 BENCH, WITH MC103 PLATE COVERS
  6. UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE IN INCHES AND PER ASME Y14.5M-1994.
  7. ALL DIMENSIONS ARE AFTER PLASTISOL COATING.



## 1 SITE BENCH

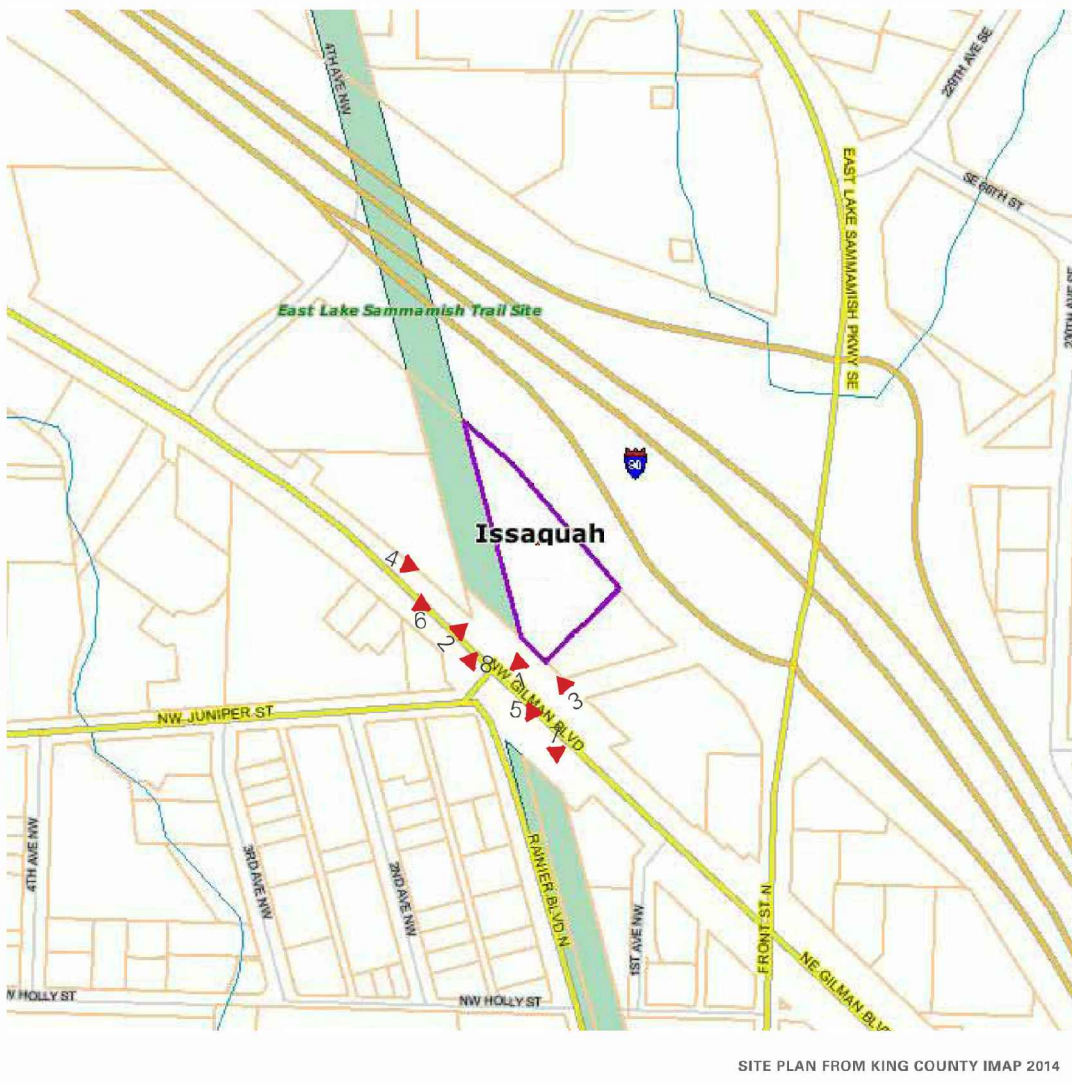
SCALE: NONE

NOTE:  
SEE FFE SCHEDULE REFERENCE, ARCHITECTURAL  
SHEET A151, FOR PROCUREMENT INFORMATION.  
FOLLOW ALL MANUFACTURERS RECOMMENDATIONS  
FOR INSTALLATION.



## 2 BIKE RACK

SCALE: NONE



### CONTEXT IMAGES

GILMAN POINT

160 NW GILMAN BLVD, ISSAQUAH, WA 98027



### LES SCHWAB BUILDING

1. Les Schwab Building: The CIDDs requires a minimum building frontage of 60% (CIDDs 11.3.G) which means that there's building at the 0 ft setback line, i.e. property line (CIDDs Table 4.4). A setback of up to 10 ft is allowed in some circumstances, but you've exceeded that 10 ft max and may not meet the standards for when a setback is appropriate. While the plaza and pedestrian table are good tools, we have to start with 'are you meeting the requirement' and 'is the adjustment consistent with vision and intent of the rules (CIDDs 1.1.E)'? As we understand it, this is a preference from Les Schwab regarding their building design.

Magellan Architects (MA): The geometric constraints of the site are very challenging to meet the letter of the code. Based on subsequent discussions with City staff and analysis of the CIDDs requirements the Les Schwab Tire Center building is now providing the maximum feasible frontage at the 10' build-to line with additional frontage façade at a slight angle based on providing minimum reasonable vehicular and pedestrian access to the site. Based on discussions with City staff and further analysis of the CIDDs requirements it is our understanding that the plaza requirement does not apply to this project and those elements have been removed from the proposal.

### LES SCHWAB ENTRY

2. Les Schwab entry: The entry is facing the parking lot not the adjacent Circulation Facility, i.e. Gilman Blvd. Again this is a preference of Les Schwab's not something that the site precludes which would not support an adjustment of standards.

Magellan Architects (MA): An entry has been added to the frontage façade of the Les Schwab building. Additionally, a clear pedestrian connection from the sidewalk along the NW Gilman Boulevard right-of-way to the site and, subsequently, to the Les Schwab building have been provided.

### STORAGE FACILITY ENTRY

3. Storage facility entry: the change to the entry and provision of a walkway are good ways to make this more compliant. The walkway and adjacent drive must meet a Circulation Facility standard. To use this configuration, the walk (and possibly the auto area) will need to meet a standard in CIDDs Chap 6.

Magellan Architects (MA): Sidewalk and planter strip have been added per in an effort to configure the circulation route to the self-storage facility to be compliant with CIDDs guidelines. Additional provisions towards conforming to Circulation Facility standards include the modulation and narrowing, where appropriate while maintaining appropriate vehicular circulation, of drive-aisle widths and the inclusion of lighting and appropriate landscaping.

### PARKING

4. Parking: it appears you may have used a parking generation code rather than the CIDDs Chap 8. Please provide calcs using CIDDs showing both the min and max parking allowed and where you fall in that range.

Magellan Architects (MA): The parking requirements have been updated and are and combination of CIDDs standards and published Institute of Traffic Engineers (ITE) parking ratios. Based on conversations with City staff and interpretation of the CIDDs it is our understanding that there is discretion available for the calculation of parking demand for the self-storage facility. This is represented by the ITE parking ratios and further supported by a letter (attached to this application) from Mr. Steve Tangney, Vice President of West Coast Self-Storage. The parking associated with the proposed Les Schwab Tire Center is within the maximum allowed per the CIDDs standards. The quantity of stalls associated with the self-storage facility – approaching 0.30 stalls/1,000 sf – is well in excess of the 0.160 stalls/1,000 sf ratio recommended by the ITE Manual or the 0.136 stalls/1,000 sf recommended by West Coast Self-Storage.

### BUILDING HEIGHT

5. Height: please provide height info on the storage building for review relative to CIDDs Table 4.4.

Magellan Architects (MA): Height information has been provided on the cover sheet and exterior elevations for the respective buildings.

### Project Description:

We are proposing redevelopment of this underutilized site with an 87,416 square foot self-storage facility paired with a 12,556 square foot, 7 service bay Les Schwab Tire Center. The site's previous use was a small mixed office and retail building that included one apartment and an informal animal pasture.

The proposed self-storage building would extend to the 54 foot maximum height (above average existing grade) per zoning regulations. The Les Schwab facility is lower at a proposed 25' 4" above finished grade. While no building setbacks are required per code the proposed building setbacks vary around the site based on a combination of critical areas buffering, site infrastructure requirements and design guidelines.

The project proposes 44 at grade parking spaces of which approximately half are under a portion of the self-storage structure. Based on parking analysis from past self-storage projects in conjunction with with zoning and development requirements we believe that the proposed parking is adequate and appropriate for the proposed uses.

Generally this project aims to maximize buildable area while respecting critical areas buffers situated to the north-northwest of the site, minimizing impacts to adjacent rights-of-way and uses.

### Site Location:

The essentially triangular site is located on the north side of NW Gilman Boulevard at the intersection of NW Juniper Street. Access is via a driveway at NW Juniper Street shared with adjacent businesses. Adjacent uses include the East Sammamish Trail corridor abutting the property to the west, the Interstate-90 corridor to the east and Pogacha restaurant to the south.

### Topography:

The existing site topography is quite flat with a swale off-site to the east in the WSDOT Interstate-90 corridor and a small wetland depression off-site to the north and west of the site. It is expected that, due to existing soil conditions, grade will be raised slightly in order to provide appropriate structural basis for buildings and site improvements.

### Design Standard 11.0 Site Design

**11.2 Existing Site Features and Context:** Despite odd shapes and proportions and challenging site access this proposal respects the existing wetland and wetland boundaries just off-site to the northwest and provides ample setback from the west property boundary in an effort to honor the East Sammamish trail corridor alignment. The site is shielded from the adjacent I-90 corridor and Front Street off-ramp by existing, off-site trees and vegetation and development is oriented towards the NW Gilman Boulevard corridor and adjacent pedestrian facilities.

**11.3 Pedestrian Connections:** Pedestrian connectivity and circulation is facilitated by the inclusion of accessible and obvious sidewalk and crosswalk connections from the NW Gilman Boulevard right-of-way to the site and to the proposed structures. Minimal conflict with parking areas and vehicular circulation are incorporated into the layout of pedestrian circulation elements.

**11.4 Environmentally Critical Areas:** The self-storage facility honors the existing wetland and buffers by stepping around buffer areas. Buffer replacement areas and enhancement plantings are proposed in a further effort to respect these natural areas.

**11.5 Service, Loading and Waste Enclosures:** The fully screened solid waste collection area (i.e. trash enclosure) is combined for joint use by both businesses on the site. Further, the trash enclosure is situated adjacent to, and integral with, the tire center loading area to consolidate these functions and position them away from pedestrian access areas to further minimize visual impact.

### Design Standard 12.0 Circulation Design

**12.3 Motorized Facility Standards:** Apparent vehicular circulation areas in front of the tire center service bays have been visually reduced in order to mitigate driving speeds and create clear lanes of function and travel. Likewise, drive aisle widths have been modulated throughout the parking lot areas to strike a balance of functional widths for site access and deliveries while seeking to reduce travel speeds on the site. The proposed development makes use of a single existing driveway alignment and an existing connection to NW Gilman Boulevard.

**12.4 Nonmotorized Facility Standards:** Pedestrian walkways are separated, wherever possible, from vehicular travel areas by landscaping and clear crosswalks and changes of material and texture. Clear and direct routes for pedestrian travel are provided throughout the site and to the adjacent right-of-way.

### Design Standard 14.0 Buildings

While previous design concepts considered combining both functions into a single structure it was ultimately decided to distinguish each function into a separate structure thus providing distinct and visually interesting building massing within the site.

The proposed designs have sought to introduce appropriate levels of glazing and transparency with an emphasis on retail and public access areas of each facility. Attention was also paid to providing building modulation and transparency for the self-storage facility adjacent to the East Sammamish Trail corridor and, at the Les Schwab showroom area, along the albeit limited street frontage of this site including significant transparency at the southwest corner of the site and wrapping around to the south property boundary.

The taller and larger self-storage facility has been situated to the northern portion of the site in order to minimize visual impact to NW Gilman Boulevard, preserve solar exposure for the site in not casting shade and shadows across adjacent structures or circulation areas and to buffer the site from traffic noise from the adjacent Interstate-90 corridor.

### responses to early review comments



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**GILMAN POINT**  
SELF-STORAGE AND LES SCHWAB TIRE CENTER  
160 NW GILMAN BOULEVARD  
ISSAQUAH, WASHINGTON 98027

### design standards and response

Public access and building entrance areas have been made visually apparent through orientation on the site and with respect to both pedestrian access routes and parking functions. It is important to recognize that access to both of the proposed functions is primarily vehicular in nature. Thus clear and proximal vehicular parking has also been established on the site.

Both vertical and horizontal building modulation, appropriate to the respective uses, is introduced within each building design while pedestrian scale canopies at each building serve to identify public access and provide a sense of space and entry.

Design emphasis in the form of glazing, canopy details and divided glazing mullions has been provided at prominent building corners oriented towards the site access point and NW Gilman Boulevard.

### Design Standard 15.0 Parking

Vehicular parking has been oriented towards the center of the property in order to minimize impacts to adjacent uses while maintaining useful proximity to these business types. Similarly vehicular circulation is separated from pedestrian areas by changes in materials and texture and through the use of landscaping.

A single driveway access on to the site is utilized as well as the existing, shared connection to NW Gilman Boulevard in an effort to minimize impacts to the public right-of-way.

Appropriately configured bicycle parking is provided in a clear and prominent area while keeping it protected from vehicles and pedestrian conflicts. Given the uses for this site it is expected that bicycle use will be minimal.

### Design Standard 16.0 Landscaping

Increased building setbacks, particularly for the self-storage building, provide increase landscape buffering opportunities to soften building presence and add visual interest.

While a range of plant materials are proposed consistency and repetition within site landscaping provides continuity of design. Complementary and varied native plant materials as well as downed logs are proposed within the buffer replacement and enhancement areas to provide habitat and distinguish this environmental asset while providing visual interest and a comprehensive overall design.

The heavily planted northern portion of the site provides additional buffering for the wetland, the trail corridor and the Interstate-90 right-of-way.

### Design Standard 17.0 Lighting

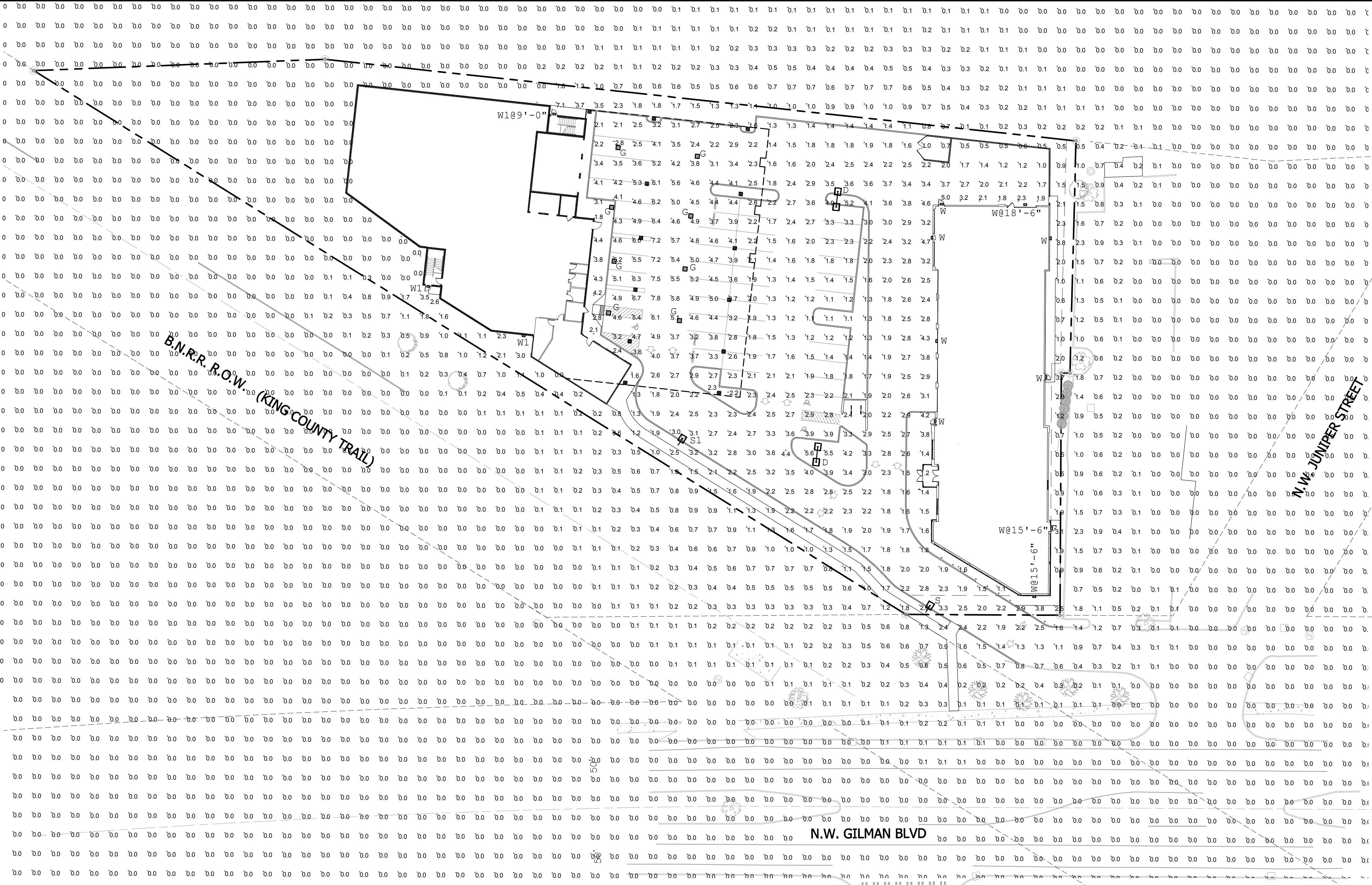
The proposed site lighting has been configured in order to mitigate impacts on adjacent properties, uses and roadways. Light fixture locations are distributed in an effort to provide consistent, uniform lighting throughout the drive aisles and parking areas while preventing light pollution to off-site areas and ensuring the safety and security of customers and employees.

REVISIONS		
NO.	DATE	BY
1		
2		
3		
4		
5		
6		
ISSUE DATES		
DESIGN APPROVAL:		
PERMIT SUBMITTAL:		
PERMIT RECEIVED:		
BID DOCS:		
CONSTR. DOCS:		

24"x36" SCALE:	
PLOT DATE:	03-10-2015
CAD FILE:	14-140_A021_ASDP
JOB NUMBER:	14-140
CHECKED:	
DRAWN:	DYM
STATUS:	ISSUE FOR ASDP

SITE AMENITIES, CONTEXT  
PHOTOS AND NARRATIVE  
**A0.21**





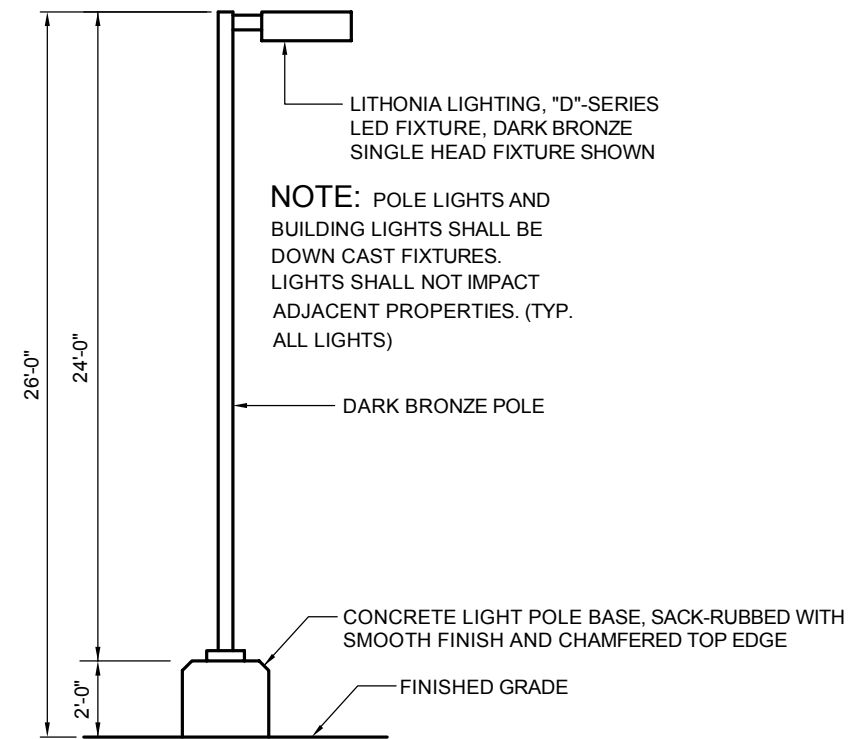
1 SITE PHOTOMETRIC PLAN  
SCALE: 1"=30'-0"

LUMINAIRE SCHEDULE						DESCRIPTION
SYMBOL	QTY	LABEL	TYPE	WATTS	LUMENS	
	2	S	SINGLE	131	13289	DSX1 LED 60C 700 40K TFTM MVOLT SPA DOBXD
	1	D	D180"	262	26578	DSX1 LED 60C 700 40K TFTM MVOLT SPA DOBXD
	9	W	SINGLE	47	4055	WST LED 2 10A700_40K SR3 MVOLT ELCW DOBXD
STORAGE						
	1	S1	SINGLE	131	13289	DSX1 LED 60C 700 40K TFTM MVOLT SPA DOBXD
	3	W1	SINGLE	47	4055	WST LED 2 10A700_40K SR3 MVOLT ELCW PIR DMG DOBXD
	8	G	SINGLE	86	6270	KACM LED 1 49B350/40K SR5 MVOLT DOBXD

NOTE:  
ALL PROPOSED LIGHT FIXTURES ARE FULL CUT-OFF AND DOWNCAST.

POLE SCHEDULE					DESCRIPTION
SYMBOL	QTY	LABEL	ARRANGEMENT	MODEL NUMBER	
	1	S	SINGLE	SSS-244C-DM19AS-DDB	SQUARE STRAIGHT STEEL POLE, 24'-0", SINGLE FIXTURE, DARK BRONZE
	2	D	2 @ 180"	SSS-244C-DM28AS-DDB	SQUARE STRAIGHT STEEL POLE, 24'-0", DOUBLE FIXTURE AT 180", DARK BRONZE
CAR WASH					
	1	S-1	SINGLE	SSS-244C-DM19AS-DDB	SQUARE STRAIGHT STEEL POLE, 24'-0", SINGLE FIXTURE, DARK BRONZE

CALCULATION SUMMARY						UNIFORMITY	
LABEL	UNITS	AVG	MAX	MIN		AVG/MIN	MAX/MIN
PARKING	FC	2.05	3.9	1.1		1.86	3.55
PARKING-STORAGE	FC	4.38	6.7	2.1		2.09	3.19
PARKING-UNDER	FC	2.91	5.0	1.3		2.24	3.85
DRIVE	FC	2.38	4.9	1.1		2.16	4.45
DRIVE-UNDER	FC	4.25	7.8	1.4		3.04	5.57
DRIVE-TRASH	FC	1.76	3.7	0.5		3.52	7.40
ENTRY	FC	2.04	3.3	1.5		1.36	2.20
BUILDING SURROUNDS-TIRE	FC	3.74	4.4	3.0		1.25	1.47



2 AREA LIGHT DETAIL  
SCALE: NOT TO SCALE

DATE

DRAWN BY

DES BY

REVISION

No.

Galloway

Planning, Architecture, Engineering

6162 S. Willow Drive, Suite 320

Greenwood Village, CO 80111

303.770.8884 O

303.770.9836 F

www.gallowayus.com

Tires

LES SCHWAB

Project No:

Sheet Scale:

Designed By:

Drawn By:

Date:

Disk File:

LST7000007

1"-30"

JMG

JMG

March, 2015

Lst7007\_P\_A03-Lite

PHOTOMETRIC SITE PLAN

A0.3



## D-Series Size 1 LED Area Luminaire

**Specifications**

**EPA:** 12 ft<sup>2</sup> (0.11 m<sup>2</sup>)

**Length:** 33" (83.8 cm)

**Width:** 13" (33.0 cm)

**Height:** 7 1/2" (19.0 cm)

**Weight (max):** 27 lbs (12.2 kg)

**Ordering Information**

DSX1 LED	60C	700	40K	T4M	M	SPA	DBDX
Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Mounting	Control options

**EXAMPLE: DSX1 LED 60C 1000 40K T3M MVOLT SPA DBDX**

**Performance Data**

**Lumen Output**

Lumen output was determined by testing performed in accordance with IESNA LM-79-02. Data is considered to be representative of the configurations shown, within the tolerance allowed by Lighting Facts. Actual performance may differ as a result of end-user environment and application. Actual wattage may differ by +/- 8% when operating between 120-240V +/- 5%.

LEDs	Size (mm)	Performance Package	System Watts	Beam Type	Beam Angle	Beam Diameter (ft)	Beam Diameter (m)	Beam Area (sq ft)	Beam Area (sq m)
DSX1 LED	60C	700	40K	T3M	MVOLT	SPA	DBDX		

**Photometric Diagrams**

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's D-Series Area Size 1 homepage.

**Features & Specifications**

**INTENDED USE**

The design of the D-Series Size 1 affects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and streetscapes.

**CONSTRUCTION**

Simple pole cast aluminum housing has integral heat sink fins to optimize thermal management through conduction and convection cooling. Modular design allows for ease of maintenance and provides long-term reliability. The D-Series Size 1 is designed to be installed in a variety of environments, including outdoor and indoor applications.

**FINISH**

Exterior parts are protected by a zinc-plated Super Durable TFC thermoplastic powder coat finish that provides superior resistance to corrosion and weathering. A highly reflective interior finish provides low glare and reduces heat absorption. The D-Series Size 1 is designed to be installed in a variety of environments, including outdoor and indoor applications.

**OPTICS**

Precision-molded acrylic lenses are engineered for superior distribution, uniformity, and spacing in wall-mount applications. Light engines are 4000K or 5000K. The D-Series Size 1 is designed to be installed in a variety of environments, including outdoor and indoor applications.

**ELECTRICAL**

Light engine configurations consist of 30, 40, or 60 high-efficiency LEDs mounted to metal core circuit boards to maximize heat dissipation and promote long life up to 100,000 hours at 25°C. Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily serviceable 10A or 40A surge protection is available for minimum Category C surge protection.

46 455 246 465" data-label="Page-Footer">

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## D-Series Size 1 LED Area Luminaire

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Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Mounting	Control options

**EXAMPLE: DSX1 LED 60C 1000 40K T3M MVOLT SPA DBDX**

**Performance Data**

**Lumen Output**

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LEDs	Size (mm)	Performance Package	System Watts	Beam Type	Beam Angle	Beam Diameter (ft)	Beam Diameter (m)	Beam Area (sq ft)	Beam Area (sq m)
DSX1 LED	60C	700	40K	T3M	MVOLT	SPA	DBDX		

**Photometric Diagrams**

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Simple pole cast aluminum housing has integral heat sink fins to optimize thermal management through conduction and convection cooling. Modular design allows for ease of maintenance and provides long-term reliability. The D-Series Size 1 is designed to be installed in a variety of environments, including outdoor and indoor applications.

**FINISH**

Exterior parts are protected by a zinc-plated Super Durable TFC thermoplastic powder coat finish that provides superior resistance to corrosion and weathering. A highly reflective interior finish provides low glare and reduces heat absorption. The D-Series Size 1 is designed to be installed in a variety of environments, including outdoor and indoor applications.

**OPTICS**

Precision-molded acrylic lenses are engineered for superior distribution, uniformity, and spacing in wall-mount applications. Light engines are 4000K or 5000K. The D-Series Size 1 is designed to be installed in a variety of environments, including outdoor and indoor applications.

**ELECTRICAL**

Light engine configurations consist of 30, 40, or 60 high-efficiency LEDs mounted to metal core circuit boards to maximize heat dissipation and promote long life up to 100,000 hours at 25°C. Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily serviceable 10A or 40A surge protection is available for minimum Category C surge protection.

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## D-Series Size 1 LED Area Luminaire

**Specifications**

**EPA:** 12 ft<sup>2</sup> (0.11 m<sup>2</sup>)

**Length:** 33" (83.8 cm)

**Width:** 13" (33.0 cm)

**Height:** 7 1/2" (19.0 cm)

**Weight (max):** 27 lbs (12.2 kg)

**Ordering Information**

DSX1 LED	60C	700	40K	T4M	M	SPA	DBDX
Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Mounting	Control options

**EXAMPLE: DSX1 LED 60C 1000 40K T3M MVOLT SPA DBDX**

**Performance Data**

**Lumen Output**

Lumen output was determined by testing performed in accordance with IESNA LM-79-02. Data is considered to be representative of the configurations shown, within the tolerance allowed by Lighting Facts. Actual performance may differ as a result of end-user environment and application. Actual wattage may differ by +/- 8% when operating between 120-240V +/- 5%.

LEDs	Size (mm)	Performance Package	System Watts	Beam Type	Beam Angle	Beam Diameter (ft)	Beam Diameter (m)	Beam Area (sq ft)	Beam Area (sq m)
DSX1 LED	60C	700	40K	T3M	MVOLT	SPA	DBDX		

**Photometric Diagrams**

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's D-Series Area Size 1 homepage.

**Features & Specifications**

**INTENDED USE**

The design of the D-Series Size 1 affects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and streetscapes.

**CONSTRUCTION**

Simple pole cast aluminum housing has integral heat sink fins to optimize thermal management through conduction and convection cooling. Modular design allows for ease of maintenance and provides long-term reliability. The D-Series Size 1 is designed to be installed in a variety of environments, including outdoor and indoor applications.

**FINISH**

Exterior parts are protected by a zinc-plated Super Durable TFC thermoplastic powder coat finish that provides superior resistance to corrosion and weathering. A highly reflective interior finish provides low glare and reduces heat absorption. The D-Series Size 1 is designed to be installed in a variety of environments, including outdoor and indoor applications.

**OPTICS**

Precision-molded acrylic lenses are engineered for superior distribution, uniformity, and spacing in wall-mount applications. Light engines are 4000K or 5000K. The D-Series Size 1 is designed to be installed in a variety of environments, including outdoor and indoor applications.

**ELECTRICAL**

Light engine configurations consist of 30, 40, or 60 high-efficiency LEDs mounted to metal core circuit boards to maximize heat dissipation and promote long life up to 100,000 hours at 25°C. Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily serviceable 10A or 40A surge protection is available for minimum Category C surge protection.

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## KACM LED LED Surface Luminaire

**Specifications**

**Length:** 17 1/2" (44.1 cm)

**Width:** 17 1/2" (44.1 cm)

**Height:** 7 1/8" (18.1 cm)

**Weight (max):** 36 lbs (16.4 kg)

**Ordering Information**

KACM LED	Light Engines	Performance Package	Distribution	Voltage	Mounting	Options	Finish
Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Mounting	Control options

**EXAMPLE: KACM LED 1 63BS50/40K SRS MVOLT DBDX**

**Performance Data**

**Lumen Output**

Lumen output was determined by testing performed in accordance with IESNA LM-79-02. Data is considered to be representative of the configurations shown, within the tolerance allowed by Lighting Facts. Actual performance may differ as a result of end-user environment and application. Actual wattage may differ by +/- 8% when operating between 120-240V +/- 5%.

LEDs	Size (mm)	Performance Package	System Watts	Beam Type	Beam Angle	Beam Diameter (ft)	Beam Diameter (m)	Beam Area (sq ft)	Beam Area (sq m)
KACM LED	60C	700	40K	T3M	MVOLT	SPA	DBDX		

**Photometric Diagrams**

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's D-Series Area Size 1 homepage.

**Features & Specifications**

**INTENDED USE**

The design of the D-Series Size 1 affects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and streetscapes.

**CONSTRUCTION**

Simple pole cast aluminum housing has integral heat sink fins to optimize thermal management through conduction and convection cooling. Modular design allows for ease of maintenance and provides long-term reliability. The D-Series Size 1 is designed to be installed in a variety of environments, including outdoor and indoor applications.

**FINISH**

Exterior parts are protected by a zinc-plated Super Durable TFC thermoplastic powder coat finish that provides superior resistance to corrosion and weathering. A highly reflective interior finish provides low glare and reduces heat absorption. The D-Series Size 1 is designed to be installed in a variety of environments, including outdoor and indoor applications.

**OPTICS**

Precision-molded acrylic lenses are engineered for superior distribution, uniformity, and spacing in wall-mount applications. Light engines are 4000K or 5000K. The D-Series Size 1 is designed to be installed in a variety of environments, including outdoor and indoor applications.

**ELECTRICAL**

Light engine configurations consist of 30, 40, or 60 high-efficiency LEDs mounted to metal core circuit boards to maximize heat dissipation and promote long life up to 100,000 hours at 25°C. Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily serviceable 10A or 40A surge protection is available for minimum Category C surge protection.

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One Lithonia Way • Corvallis, Georgia 30012 • Phone: 800.279.8041 • Fax: 770.918.1209 • [www.lithonia.com](http://www.lithonia.com)  
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## WST LED Architectural Wall Sconce

**Specifications**

**Height:** 7 1/4" (18.4 cm)

**Width:** 16 1/4" (41.3 cm)

**Depth:** 9 1/8" (23.2 cm)

**Weight:** 17 lbs (7.7 kg)

**Ordering Information**

WST LED	Light Engines	Performance Package	Distribution	Voltage	Mounting	Options	Finish
Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Mounting	Control options

**EXAMPLE: WST LED 2 10A700/40K SR3 MVOLT DBDX**

**Performance Data**

**Lumen Output**

Lumen output was determined by testing performed in accordance with IESNA LM-79-02. Data is considered to be representative of the configurations shown, within the tolerance allowed by Lighting Facts. Actual performance may differ as a result of end-user environment and application. Actual wattage may differ by +/- 8% when operating between 120-240V +/- 5%.

LEDs	Size (mm)	Performance Package	System Watts	Beam Type	Beam Angle	Beam Diameter (ft)	Beam Diameter (m)	Beam Area (sq ft)	Beam Area (sq m)
WST LED	60C	700	40K	T3M	MVOLT	SPA	DBDX		

**Photometric Diagrams**

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's WST LED 2 homepage.

**Features & Specifications**

**INTENDED USE**

The design of the WST LED 2 was designed for applications such as hospitals, schools, restaurants, and commercial buildings. The long life LED and driver make this luminaire a low maintenance choice.

**CONSTRUCTION**

The simple pole cast aluminum housing has integral heat sink fins to optimize thermal management through conduction and convection cooling. Modular design allows for ease of maintenance and provides long-term reliability. The WST LED 2 is designed to be installed in a variety of environments, including outdoor and indoor applications.

**FINISH**

Exterior parts are protected by a zinc-plated Super Durable TFC thermoplastic powder coat finish that provides superior resistance to corrosion and weathering. A highly reflective interior finish provides low glare and reduces heat absorption. The WST LED 2 is designed to be installed in a variety of environments, including outdoor and indoor applications.

**OPTICS**

Precision-molded acrylic lenses are engineered for superior distribution, uniformity, and spacing in wall-mount applications. Light engines are 4000K or 5000K. The WST LED 2 is designed to be installed in a variety of environments, including outdoor and indoor applications.

**ELECTRICAL**

Light engine configurations consist of 30, 40, or 60 high-efficiency LEDs mounted to metal core circuit boards to maximize heat dissipation and promote long life up to 100,000 hours at 25°C. Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily serviceable 10A or 40A surge protection is available for minimum Category C surge protection.

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## WST LED Architectural Wall Sconce

**Specifications**

**Height:** 7 1/4" (18.4 cm)

**Width:** 16 1/4" (41.3 cm)

**Depth:** 9 1/8" (23.2 cm)

**Weight:** 17 lbs (7.7 kg)

**Ordering Information**

WST LED	Light Engines	Performance Package	Distribution	Voltage	Mounting	Options	Finish
Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Mounting	Control options

**EXAMPLE: WST LED 2 10A700/40K SR3 MVOLT DBDX**

**Performance Data**

**Lumen Output**

Lumen output was determined by testing performed in accordance with IESNA LM-79-02. Data is considered to be representative of the configurations shown, within the tolerance allowed by Lighting Facts. Actual performance may differ as a result of end-user environment and application. Actual wattage may differ by +/- 8% when operating between 120-240V +/- 5%.

LEDs	Size (mm)	Performance Package	System Watts	Beam Type	Beam Angle	Beam Diameter (ft)	Beam Diameter (m)	Beam Area (sq ft)	Beam Area (sq m)
WST LED	60C	700	40K	T3M	MVOLT	SPA	DBDX		

**Photometric Diagrams**

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's WST LED 2 homepage.

**Features & Specifications**

**INTENDED USE**

The design of the WST LED 2 was designed for applications such as hospitals, schools, restaurants, and commercial buildings. The long life LED and driver make this luminaire a low maintenance choice.

**CONSTRUCTION**

The simple pole cast aluminum housing has integral heat sink fins to optimize thermal management through conduction and convection cooling. Modular design allows for ease of maintenance and provides long-term reliability. The WST LED 2 is designed to be installed in a variety of environments, including outdoor and indoor applications.

**FINISH**

Exterior parts are protected by a zinc-plated Super Durable TFC thermoplastic powder coat finish that provides superior resistance to corrosion and weathering. A highly reflective interior finish provides low glare and reduces heat absorption. The WST LED 2 is designed to be installed in a variety of environments, including outdoor and indoor applications.

**OPTICS**

Precision-molded acrylic lenses are engineered for superior distribution, uniformity, and spacing in wall-mount applications. Light engines are 4000K or 5000K. The WST LED 2 is designed to be installed in a variety of environments, including outdoor and indoor applications.

**ELECTRICAL**

Light engine configurations consist of 30, 40, or 60 high-efficiency LEDs mounted to metal core circuit boards to maximize heat dissipation and promote long life up to 100,000 hours at 25°C. Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily serviceable 10A or 40A surge protection is available for minimum Category C surge protection.

266 925 466 935" data-label="Page-Footer">

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## LITHONIA LIGHTING

**FEATURES & SPECIFICATIONS**

**INTENDED USE** — Square straight steel pole for up to 35-foot mounting height.

**CONSTRUCTION** — Weldable-grade hot-dipped commercial-quality carbon steel tubing with a minimum yield of 55,000 psi (11-gauge), or 50,000 psi (12-gauge). Uniform wall thickness of .1195" or .1795" shaft is one-piece with a full-length longitudinal high-frequency electric resistance weld. Uniformly square in cross-section with flat ends, mild corner radii and excellent mechanical properties. Available shaft widths are 4, 5 and 6 inches.

Anchor base is fabricated from hot rolled carbon steel plate conforming to ASTM A36, that meets or exceeds a minimum yield strength of 36,000 psi. Base plate and feet are incrementally welded top and bottom.

Base cover is finished to match pole.

A handhole having nominal dimensions of 3" x 14" for all shafts, includes a cover with attachment screws.

Top cap provided with all drill-mount and open top styles.

Fasteners are high-strength galvanized, zinc-plated or stainless steel.

Finish: hand-applied epoxy paint or powder coating. For other finish requirements, contact your local distributor.

Grounding: Provision located immediately inside handhole rim. Grounding hardware is not included (provided by others).

Anchor bolts: Top portion of anchor bolts is galvanized per ASTM A153. Made of steel not having a minimum yield strength of 55,000 psi.

Note: Specifications subject to change without notice.

Actual performance may differ as a result of end-user environment and application.

**Ordering Information**

Lead times may vary depending on options selected. Consult with your sales representative.

SSS Series	Nominal fixture mounting height	Nominal shaft base size/wall thickness	Mounting	Options	Finish
SSS 10-35	10-35 feet (3-10.7m)	4" x 14"	Top cap (includes top cap)	ANCHOR—Suspended drill (18" dia.)	Standard colors

**Performance Data**

**Lumen Output**

Lumen output was determined by testing performed in accordance with IESNA LM-79-02. Data is considered to be representative of the configurations shown, within the tolerance allowed by Lighting Facts. Actual performance may differ as a result of end-user environment and application. Actual wattage may differ by +/- 8% when operating between 120-240V +/- 5%.

LEDs	Size (mm)	Performance Package	System Watts	Beam Type	Beam Angle	Beam Diameter (ft)	Beam Diameter (m)	Beam Area (sq ft)	Beam Area (sq m)
SSS LED	60C	700	40K	T3M	MVOLT	SPA	DBDX		

**Photometric Diagrams**

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's SSS LED 2 homepage.

**Features & Specifications**

**INTENDED USE**

The design of the SSS LED 2 was designed for applications such as hospitals, schools, restaurants, and commercial buildings. The long life LED and driver make this luminaire a low maintenance choice.

**CONSTRUCTION**

The simple pole cast aluminum housing has integral heat sink fins to optimize thermal management through conduction and convection cooling. Modular design allows for ease of maintenance and provides long-term reliability. The SSS LED 2 is designed to be installed in a variety of environments, including outdoor and indoor applications.

**FINISH**

Exterior parts are protected by a zinc-plated Super Durable TFC thermoplastic powder coat finish that provides superior resistance to corrosion and weathering. A highly reflective interior finish provides low glare and reduces heat absorption. The SSS LED 2 is designed to be installed in a variety of environments, including outdoor and indoor applications.

**OPTICS**

Precision-molded acrylic lenses are engineered for superior distribution, uniformity, and spacing in wall-mount applications. Light engines are 4000K or 5000K. The SSS LED 2 is designed to be installed in a variety of environments, including outdoor and indoor applications.

**ELECTRICAL**

Light engine configurations consist of 30, 40, or 60 high-efficiency LEDs mounted to metal core circuit boards to maximize heat dissipation and promote long life up to 100,000 hours at 25°C. Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily serviceable 10A or 40A surge protection is available for minimum Category C surge protection.

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## SSS Square Straight Steel Poles

**Specifications**

**Height:** 7 1/4" (18.4 cm)

**Width:** 16 1/4" (41.3 cm)

**Depth:** 9 1/8" (23.2 cm)

**Weight:** 17 lbs (7.7 kg)

**Ordering Information**

SSS LED	Light Engines	Performance Package	Distribution	Voltage	Mounting	Options	Finish
Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Mounting	Control options

**EXAMPLE: SSS 20 5C DM19 DOB**

**Performance Data**

**Lumen Output**

Lumen output was determined by testing performed in accordance with IESNA LM-79-02. Data is considered to be representative of the configurations shown, within the tolerance allowed by Lighting Facts. Actual performance may differ as a result of end-user environment and application. Actual wattage may differ by +/- 8% when operating between 120-240V +/- 5%.

LEDs	Size (mm)	Performance Package	System Watts	Beam Type	Beam Angle	Beam Diameter (ft)	Beam Diameter (m)	Beam Area (sq ft)	Beam Area (sq m)
SSS LED	60C	700	40K	T3M	MVOLT	SPA	DBDX		

**Photometric Diagrams**

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's SSS LED 2 homepage.

**Features & Specifications**

**INTENDED USE**

The design of the SSS LED 2 was designed for applications such as hospitals, schools, restaurants, and commercial buildings. The long life LED and driver make this luminaire a low maintenance choice.

**CONSTRUCTION**

The simple pole cast aluminum housing has integral heat sink fins to optimize thermal management through conduction and convection cooling. Modular design allows for ease of maintenance and provides long-term reliability. The SSS LED 2 is designed to be installed in a variety of environments, including outdoor and indoor applications.

**FINISH**

Exterior parts are protected by a zinc-plated Super Durable TFC thermoplastic powder coat finish that provides superior resistance to corrosion and weathering. A highly reflective interior finish provides low glare and reduces heat absorption. The SSS LED 2 is designed to be installed in a variety of environments, including outdoor and indoor applications.

**OPTICS**

Precision-molded acrylic lenses are engineered for superior distribution, uniformity, and spacing in wall-mount applications. Light engines are 4000K or 5000K. The SSS LED 2 is designed to be installed in a variety of environments, including outdoor and indoor applications.

**ELECTRICAL**

Light engine configurations consist of 30, 40, or 60 high-efficiency LEDs mounted to metal core circuit boards to maximize heat dissipation and promote long life up to 100,000 hours at 25°C. Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily serviceable 10A or 40A surge protection is available for minimum Category C surge protection.

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## Galloway

Planning, Architecture, Engineering

6162 S. Willow Drive, Suite 320  
Greenwood Village, CO 80111  
303.770.8884  
www.gallowayco.com

**Project No:** LST70007

**Sheet Scale:** NOT TO SCALE

**Designed By:** JMG

**Drawn By:** JMG

**Date:** MARCH, 2015

**Disc File:** LST7007\_P\_A0.4-LE.DWG

**PHOTOMETRIC DETAILS**

**Project No:** LST70007

**Sheet Scale:** NOT TO SCALE

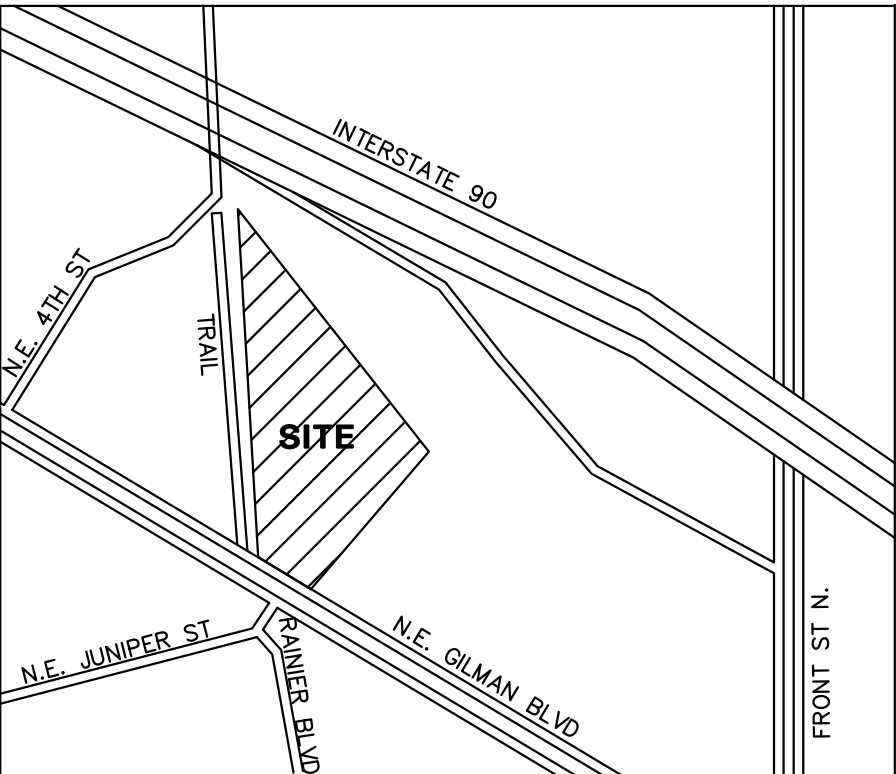
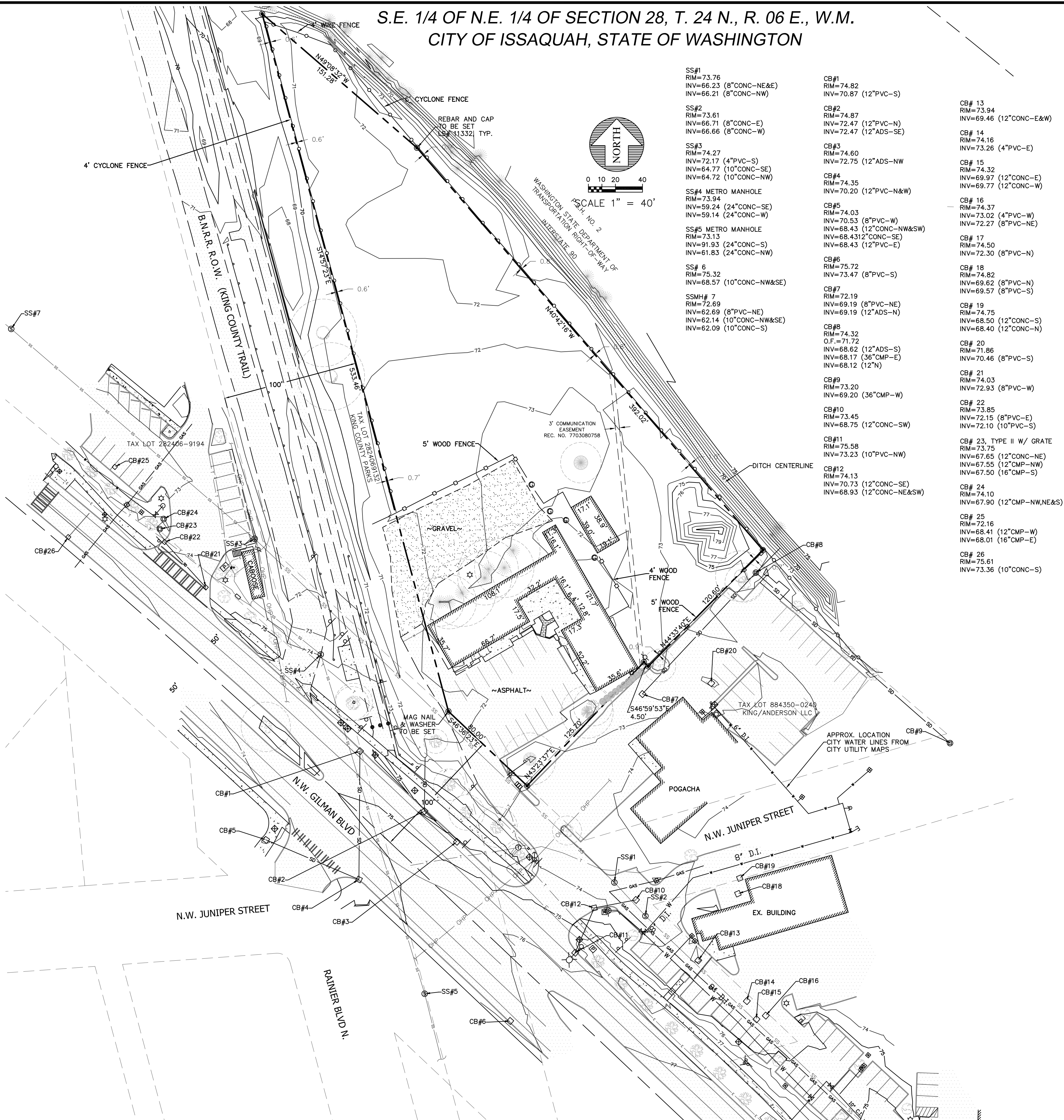
**Designed By:** JMG

**Drawn By:** JMG

**Date:** MARCH, 2015

**Disc File:** LST7007\_P\_A0.4-LE.DWG





LEGAL DESCRIPTION

THAT PORTION OF LOTS 1 THROUGH 4, INCLUSIVE, BLOCK 6, HERBERT S. UPPER'S FIRST ADDITION TO ISSAQUAH, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 12 OF PLATS, PAGE 13, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID BLOCK 6; THENCE SOUTH 16°41'00" EAST 414.26 FEET TO THE NORTHERLY MARGIN OF STATE HIGHWAY NO.2; THENCE SOUTH 48°25'00" EAST ALONG SAID NORTHERLY MARGIN 80 FEET TO THE MOST WESTERLY POINT OF A TRACT OF LAND AS DESCRIBED IN DEED RECORDED UNDER RECORDING NUMBER 8904141132; THENCE NORTH 41°35'00" EAST 125.7 FEET; THENCE SOUTH 48°48'30" EAST 4.5 FEET; THENCE NORTH 42°45'03" EAST 120.98 FEET TO THE SOUTHWESTERLY MARGIN OF PRIMARY STATE HIGHWAY NO.2 (SR90) AS CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NUMBER 691461; THENCE NORTHWESTERLY ALONG SAID SOUTHWESTERLY MARGIN TO THE NORTH LINE OF LOT 1 IN SAID BLOCK 6; THENCE WEST ALONG SAID NORTH LINE TO THE POINT OF BEGINNING;

TOGETHER WITH THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 24 NORTH, RANGE 6 EAST, W.M., IN KING COUNTY, WASHINGTON, LYING NORTH OF LOCUST STREET, EASTERLY OF NORTHERN PACIFIC RAILROAD RIGHT-OF-WAY AND SOUTHERLY OF PRIMARY STATE HIGHWAY NO.2 (SR90);

AND TOGETHER WITH THAT PORTION OF LOCUST STREET LYING SOUTHERLY OF THE ABOVE DESCRIBED PORTION OF SECTION 28, AND NORTHERLY OF THE ABOVE DESCRIBED PORTION OF BLOCK 6, HERBERT S. UPPER'S FIRST ADDITION TO ISSAQUAH.

DATUM

NAVD 88

BENCHMARK

3" BRASS DISK WITH SCRIBED "X" IN DISK, SET 0.3' ABOVE GRADE, LOCATED IN THE CENTER OF THE TURN LANE ON FRONT STREET NORTH AT N.W. HOLLY STREET ELEVATION=83.62 FEET

INSTRUMENTATION

INSTRUMENT USED: 5 SECOND TOTAL STATION.

FIELD SURVEY WAS BY CLOSED TRAVERSE LOOP, MINIMUM CLOSURE OF LOOPS WAS 1:22,000, IN ACCORDANCE WITH WAC 331-130-090.

REFERENCE

RECORD OF SURVEY, REC. NO. 9605319001

TABLE A NOTES

FLOOD ZONE DESIGNATION IS ZONE X (UNSHADED) PER PANEL 691 OF 1723, MAP NO. 53033C0691H

GROSS LAND AREA OF SITE = 82,134 SQ. FT. - 1.89 ACRES

THE LAND USE UNDER THE CENTRAL ISSAQUAH PLAN IS MIXED USE. SIDE AND REAR SETBACKS = 0 FEET BUILD TO LINE = 0 FEET TO 10 FEET MAXIMUM IMPERVIOUS SURFACE = 90% BUILDING HEIGHT BASE = 48' MAX.= 85' FLOOR AREA RATIO RESIDENTIAL = 1.7 TO 3.5 MAX. COMMERCIAL = 1.25 TO 3.5 MAX.

THERE IS NO VISIBLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WITHIN RECENT MONTHS.

THERE ARE NO CHANGES IN STREET RIGHT OF WAY LINES, EITHER COMPLETED OR PROPOSED, FROM THE CITY OF ISSAQUAH.

THERE IS NO OBSERVABLE EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.

PUGET SOUND ENERGY MARKED PROPERTY "NO ELECTRIC" AND "NO GAS"

EXISTING BUILDING HEIGHT IS 14.5± FEET

GROSS BUILDING AREA IS 6,049 SQ. FT.

REVISIONS	BY	DATE
DESCRIPTION		

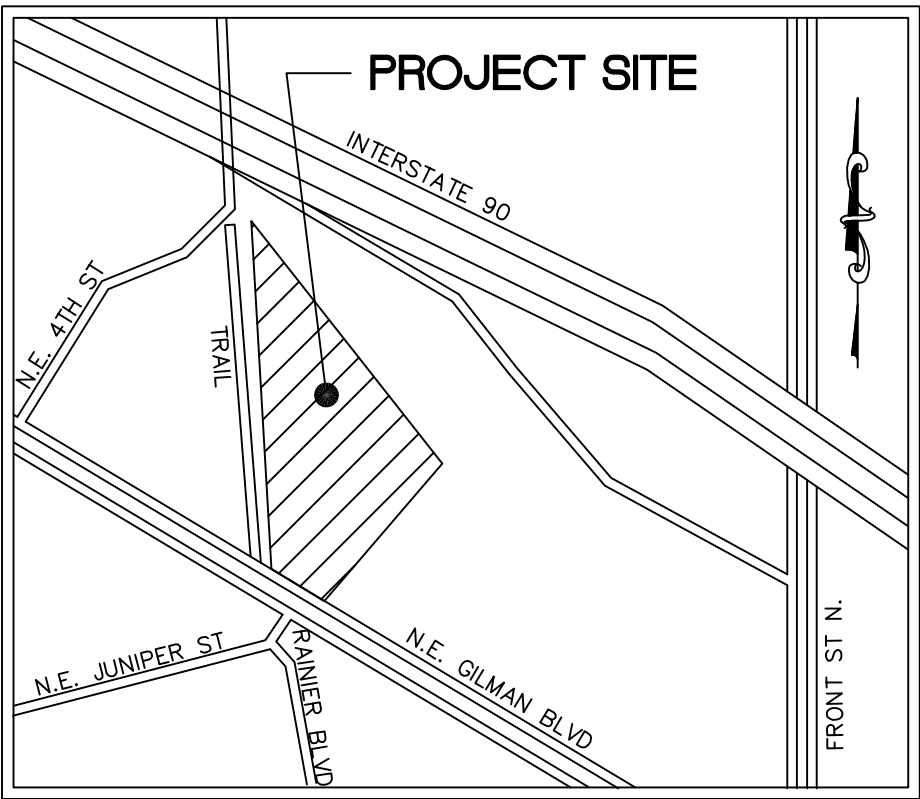


TAX PARCEL 884350-0238  
ISSAQUAH, WASHINGTON  
BOUNDARY/TOPOGRAPHY PLAN

Encompass  
ENGINEERING & SURVEYING  
Western Washington Division  
165 NE Juniper Street, Suite 201 • Issaquah, WA 98027 • Phone: (425) 392-0250 • Fax: (425) 391-1055  
108 East 2nd Street • Cle Elum, WA 98922 • Phone: (509) 674-7433 • Fax: (509) 674-7419

JOB NO.	14670
DATE	10/29/14
SCALE	JOB#
DESIGNED	WSH
DRAWN	JEF
CHECKED	WSH
APPROVED	WSH





VICINITY MAP  
NOT TO SCALE

### CONSULTANTS

CIVIL:  
PACLAND  
11400 SE 8TH STREET  
SUITE 345  
BELLEVUE, WA 98004  
(425) 453-9501  
CONTACT: JENELLE TAFLIN, P.E., LEED AP  
EMAIL: JTAFLIN@PACLAND.COM

ARCHITECT:  
MAGELLAN ARCHITECTS  
8383 158TH AVE  
SUITE 280  
REDMOND, WA 98052  
(425) 885-4300  
CONTACT: DIRK MCCULLOCH

LANDSCAPE ARCHITECT:  
ALTMANN OLIVER ASSOCIATES, LLC  
PO BOX 578  
CARNATION, WA 98014  
(425)333-4535  
CONTACT: SIMONE OLIVER, LA  
EMAIL: SIMONE@ALTOLIVER.COM

SURVEYOR:  
ENCOMPASS  
165 NE JUNIPER STREET  
SUITE 201  
ISSAQUAH, WA 98027  
(425) 392-0250  
CONTACT: WILLIAM HOLMBERG

### DEVELOPER

LES SCHWAB  
20900 COOLEY ROAD  
BEND, OR 97701  
(541) 416-5206  
CONTACT: MATTHEW HANNIGAN

SEA CON LLC  
165 NE JUNIPER STREET  
ISSAQUAH, WA 98027  
(425) 837-9720  
CONTACT: J.J. ENGLER

### OWNER

MARSI, LLC  
160 NEW GILMAN BLVD.  
ISSAQUAH, WA 98027  
CONTACT: KIRK A. CATTERALL

### UTILITIES

STORMWATER, SANITARY SEWER, WATER  
DSD - ISSAQUAH  
1775 12TH AVE NW  
ISSAQUAH, WA 98027  
(425) 837-3414

FIRE DEPARTMENT:  
EASTSIDE FIRE & RESCUE  
190 EAST SUNSET WAY  
ISSAQUAH, WA 98027  
(425) 313-3322

ELECTRICAL/NATURAL GAS:  
PUGET SOUND ENERGY  
355 10TH AVE NE EST-11  
BELLEVUE, WA 98004  
(425) 456-2848

TELECOMMUNICATION:  
FRONTIER COMMUNICATIONS  
2600 WEST CASINO ROAD  
EVERETT, WA 98204  
(425) 263-4037

### GOVERNING AGENCY

DSD - ISSAQUAH  
1775 12TH AVE NW  
ISSAQUAH, WA 98027  
(425) 837-3414

### SITE DATA

PARCEL NUMBERS = 884350-0238  
EXISTING USE = MIXED USE  
PROPOSED USE = MIXED USE  
ZONING DESIGNATION = MIXED USE (MU)

TOTAL PROPERTY AREA = ±82,136 SF (±1.89 ACRES)  
EXISTING IMPERVIOUS 20,342 SF  
PERVIOUS 61,794 SF

PROVIDED IMPERVIOUS: 62,272 SF (75.8% OF 82,136 SF)  
NPGIS: 35,461 SF (43.2% OF 82,136 SF)  
PGIS: 26,811 SF (32.6% OF 82,136 SF)  
PERVIOUS: 19,864 SF (24.2% OF 82,136 SF)

### PERMITS REQUIRED:

- ADMINISTRATIVE SITE DEVELOPMENT PERMIT
- COMMERCIAL BUILDING PERMIT
- COMMERCIAL SITE WORK PERMIT

# GILMAN POINT

## ADMINISTRATIVE SITE DEVELOPMENT PERMIT (ASDP) SUBMITTAL

### SELF-STORAGE AND LES SCHWAB TIRE CENTER

160 NW GILMAN BOULEVARD  
ISSAQUAH, WASHINGTON 98027

SE 1/4 OF NE 1/4 OF SECTION 28, TOWNSHIP 24N, RANGE 6E. W.M.

### LEGAL DESCRIPTION BY SURVEYOR:

THAT PORTION OF LOTS 1 THROUGH 4, INCLUSIVE, BLOCK 6, HERBERT S. UPPER'S FIRST ADDITION TO ISSAQUAH, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 12 OF PLATS, PAGE 13, IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID BLOCK 6;  
THENCE SOUTH 16°41'00" EAST 414.26 FEET TO THE NORTHERLY MARGIN OF STATE HIGHWAY NO.2;  
THENCE SOUTH 48°25'00" EAST ALONG SAID NORTHERLY MARGIN 80 FEET TO THE MOST WESTERLY POINT OF A TRACT OF LAND AS DESCRIBED IN DEED RECORDED UNDER RECORDING NUMBER 8904141132;  
THENCE NORTH 41°35'00" EAST 125.7 FEET;  
THENCE SOUTH 48°48'30" EAST 4.5 FEET;  
THENCE NORTH 42°45'03" EAST 120.98 FEET TO THE SOUTHWESTERLY MARGIN OF PRIMARY STATE HIGHWAY NO.2 (SR90) AS CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NUMBER 691461;  
THENCE NORTHWESTERLY ALONG SAID SOUTHWESTERLY MARGIN TO THE NORTH LINE OF LOT 1 IN SAID BLOCK 6;  
THENCE WEST ALONG SAID NORTH LINE TO THE POINT OF BEGINNING;

TOGETHER WITH THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 24 NORTH, RANGE 6 EAST, W.M., IN KING COUNTY, WASHINGTON, LYING NORTH OF LOCUST STREET, EASTERLY OF NORTHERN PACIFIC RAILROAD RIGHT-OF-WAY AND SOUTHERLY OF PRIMARY STATE HIGHWAY NO.2 (SR90);

AND TOGETHER WITH THAT PORTION OF LOCUST STREET LYING SOUTHERLY OF THE ABOVE DESCRIBED PORTION OF SECTION 28, AND NORTHERLY OF THE ABOVE DESCRIBED PORTION OF BLOCK 6, HERBERT S. UPPER'S FIRST ADDITION TO ISSAQUAH.

### SURVEYOR NOTES

DATUM: NAVD 88

BENCHMARK: 3" BRASS DISK WITH SCRIBED "X" IN DISK, SET 0.3' ABOVE GRADE, LOCATED IN THE CENTER OF THE TURN LANE ON FRONT STREET NORTH AT N.W. HOLLY STREET  
ELEVATION=83.62 FEET

INSTRUMENTATION: INSTRUMENT USED: 5 SECOND TOTAL STATION. FIELD SURVEY WAS BY CLOSED TRAVERSE LOOP, MINIMUM CLOSURE OF LOOPS WAS 1:22,000, IN ACCORDANCE WITH WAC 331-130-090.

REFERENCE: RECORD OF SURVEY, REC. NO. 9605319001

TABLE A NOTES

FLOOD ZONE DESIGNATION IS ZONE X (UNSHADED) PER PANEL 691 OF 1725, MAP NO. 53033C0691H

GROSS LAND AREA OF SITE = 82,134 SQ. FT. - 1.89 ACRES

THE LAND USE UNDER THE CENTRAL ISSAQUAH PLAN IS MIXED USE.

SIDE AND REAR SETBACKS = 0 FEET  
BUILD TO LINE = 0 FEET TO 10 FEET  
MAXIMUM IMPERVIOUS SURFACE = 90%  
BUILDING HEIGHT  
BASE = 48' MAX = 85'  
FLOOR AREA RATIO  
RESIDENTIAL = 1.7 TO 3.5 MAX.  
COMMERCIAL = 1.25 TO 3.5 MAX.

THERE IS NO VISIBLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WITHIN RECENT MONTHS.

THERE ARE NO CHANGES IN STREET RIGHT OF WAY LINES, EITHER COMPLETED OR PROPOSED, FROM THE CITY OF ISSAQUAH.

THERE IS NO OBSERVABLE EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.

PUGET SOUND ENERGY MARKED PROPERTY "NO ELECTRIC" AND "NO GAS"

EXISTING BUILDING HEIGHT IS 14.5± FEET

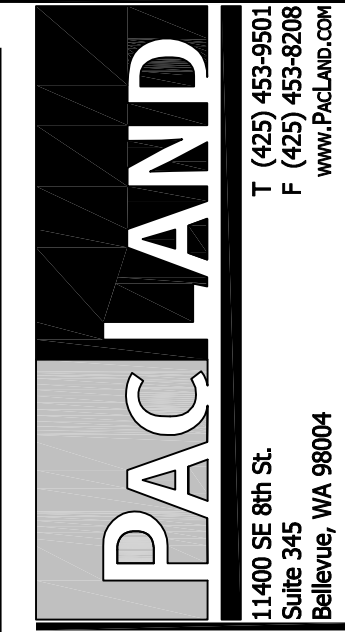
GROSS BUILDING AREA IS 6,049 SQ. FT.

### PACLAND NOTES

- ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY/COUNTY REGULATIONS AND CODES AND O.S.H.A. STANDARDS.
- THE DESIGN SHOWN IS BASED UPON THE ENGINEER'S UNDERSTANDING OF THE EXISTING CONDITIONS. THIS PLAN DOES NOT REPRESENT A DETAILED FIELD SURVEY. THE EXISTING CONDITIONS SHOWN ON THIS PLAN SHEET ARE BASED UPON SURVEY PREPARED BY ENCOMPASS ENGINEERING AND SURVEY, DATED OCTOBER 21, 2014. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING FIELD CONDITIONS PRIOR TO BIDDING THE PROPOSED SITEWORK IMPROVEMENTS. IF CONFLICTS ARE DISCOVERED, THE CONTRACTOR SHALL NOTIFY THE OWNER PRIOR TO INSTALLATION OF ANY PORTION OF THE SITEWORK WHICH WOULD BE AFFECTED. IF CONTRACTOR DOES NOT ACCEPT EXISTING SURVEY, INCLUDING TOPOGRAPHY AS SHOWN ON THE PLANS, WITHOUT EXCEPTION, HE SHALL HAVE MADE, AT HIS OWN EXPENSE, A TOPOGRAPHIC SURVEY BY A REGISTERED LAND SURVEYOR AND SUBMIT IT TO THE OWNER FOR REVIEW.
- CAUTION - NOTICE TO CONTRACTOR**  
THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES AND EXISTING IMPROVEMENTS WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS ON THE PLANS.

### SHEET INDEX

CVR-1	COVER SHEET
C-1.0	CIVIL SITE PLAN
C-2.0	CIRCULATION PLAN
C-3.0	FIRE AND RESCUE PLAN
C-4.0	STORMWATER AND GRADING PLAN
C-5.0	WATER, SEWER, AND OTHER UTILITY PLAN
C-6.0	OFFSITE WATER AND IMPROVEMENTS PLAN



GILMAN POINT

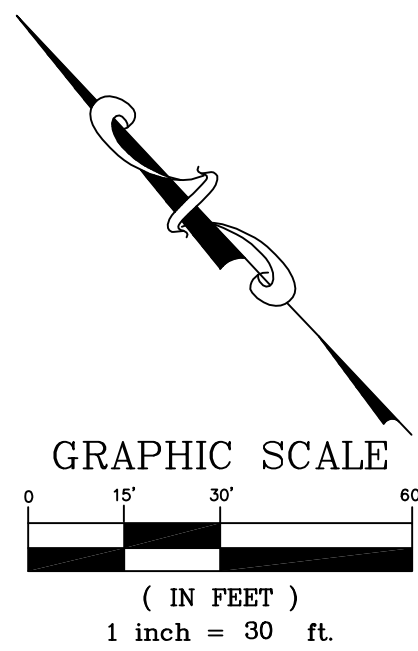
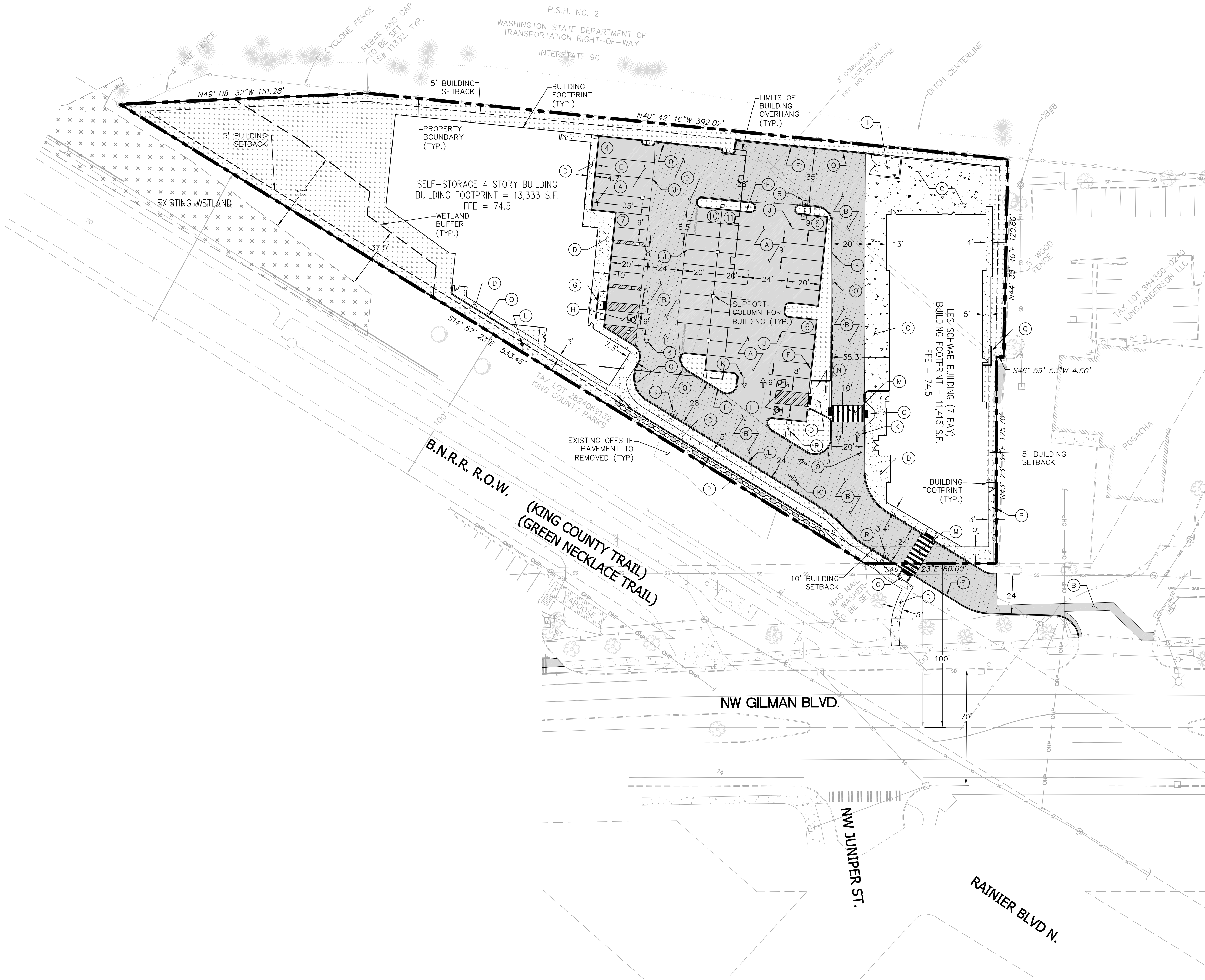
SELF-STORAGE AND LES SCHWAB TIRE CENTER  
160 NW GILMAN BOULEVARD  
ISSAQUAH, WASHINGTON 98027

### EXISTING LEGEND

⊗	WATER VALVE	P.A.	PLANTED AREA
⊕	HYDRANT	VLT # 1	450 GALLON UTILITY
⊗	WATER METER	VLT # 2	VAULTS W/ OIL &
⊗	MANHOLES (SS/SD)	(R)	WATER SEPARATOR
⊗	CB	(R)	RECORD
⊗	POWER/UTILITY POLE	(D)	DEED
⊗	GUY ANCHOR	⊗	FOUND CASED MONUMENT
⊗	POWER TRANSFORMER	⊗	FOUND REBAR & CAP *LDC LS 37536*
⊗	POWER/TELEPHONE VAULT	⊗	UNLESS OTHERWISE NOTED
⊗	POWER/TELEPHONE VAULT	⊗	FOUND IRON PIPE W/CAP *LS 2534*
⊗	POWER METER	⊗	UNLESS OTHERWISE NOTED
⊗	TELEPHONE/TV RISER		
⊗	GAS VALVE		
⊗	GAS METER		
⊗	STREET LIGHT		
⊗	TRAFFIC SIGNAL POLE		
⊗	PEDESTRIAN CROSSING POST		
⊗	CONIFEROUS TREE		
⊗	DECIDUOUS TREE		
⊗	CLEAN OUT		
⊗	SIGN		
⊗	CONCRETE WALK		
⊗	CONCRETE		



SE 1/4 OF NE 1/4 OF SECTION 28, TOWNSHIP 24N, RANGE 6E, W.M.



**LEGEND:**

	PROPERTY LINE
	PROPOSED CEMENT CONCRETE TRAFFIC CURB
	STANDARD DUTY PAVEMENT
	HEAVY DUTY PAVEMENT
	CONCRETE SIDEWALK
	CONCRETE PAVING
	LANDSCAPE AREA
	NUMBER OF PARKING STALLS
	DENOTES ADA STALLS
	ADA WARNING STRIP

**SITE DATA:**

TOTAL PROPERTY AREA: ±82,136 SF (±1.89 AC)	
IMPERVIOUS:	62,272 SF (75.8% OF 82,136 SF)
NPIS:	35,461 SF (43.2% OF 82,136 SF)
PGIS:	26,811 SF (32.6% OF 82,136 SF)
PERVIOUS:	19,864 SF (24.2% OF 82,136 SF)
ALLOWED COVERAGES:	
90% IMPERVIOUS	
10% LANDSCAPE	
PROVIDED PARKING:	
STANDARD STALLS:	36 STALLS
COMPACT STALLS:	4 STALLS
ADA STALLS:	3 STALLS
TOTAL STALLS:	43 STALLS

REQUIRED BUILDING SETBACKS  
0'-10' FRONT YARD (BUILD-TO-LINE FROM NW GILMAN BLVD.)  
0' SIDE YARD  
0' REAR YARD

- SITE KEY:**
- (A) STANDARD ASPHALT PAVEMENT
  - (B) HEAVY DUTY ASPHALT PAVEMENT
  - (C) HEAVY DUTY CONCRETE PAVEMENT
  - (D) CONCRETE SIDEWALK
  - (E) CONCRETE CURB AND GUTTER
  - (F) CONCRETE VERTICAL CURB
  - (G) CONCRETE CURB RAMP
  - (H) ACCESSIBLE PARKING SPACE TYPICAL. SEE DETAIL FOR ACCESSIBLE PARKING SPACE SIZE, SIGN AND SYMBOL ("VAN"-INDICATES VAN ACCESSIBLE SPACE)
  - (I) 12'x12' TRASH ENCLOSURE
  - (J) 4" WIDE SOLID WHITE STRIPE, (TYP.)  
STANDARD PARKING STALLS ARE 9.0' X 20.0'.
  - (K) PAINTED DIRECTIONAL ARROWS (TYP)
  - (L) FIRE HYDRANT MARKER POST
  - (M) T-36 PEDESTRIAN CROSSWALK STRIPPING
  - (N) BIKE RACK
  - (O) FIRE LANE STRIPING
  - (P) ROCKERY (4' MAX. HEIGHT)
  - (Q) HEIGHTENED CURB. SEE SHEET C-4.0 FOR CURB HEIGHTS.
  - (R) LIGHT POLE. SEE ARCHITECTURAL PLANS FOR DETAILS.



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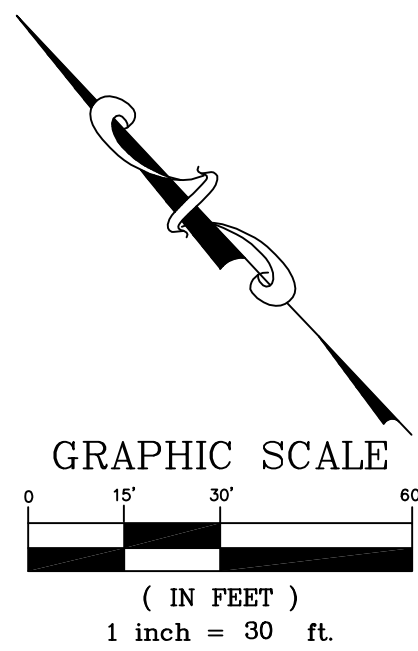
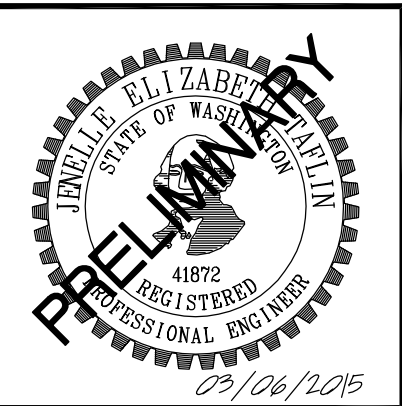
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CIVIL SITE PLAN  
**C-1.0**



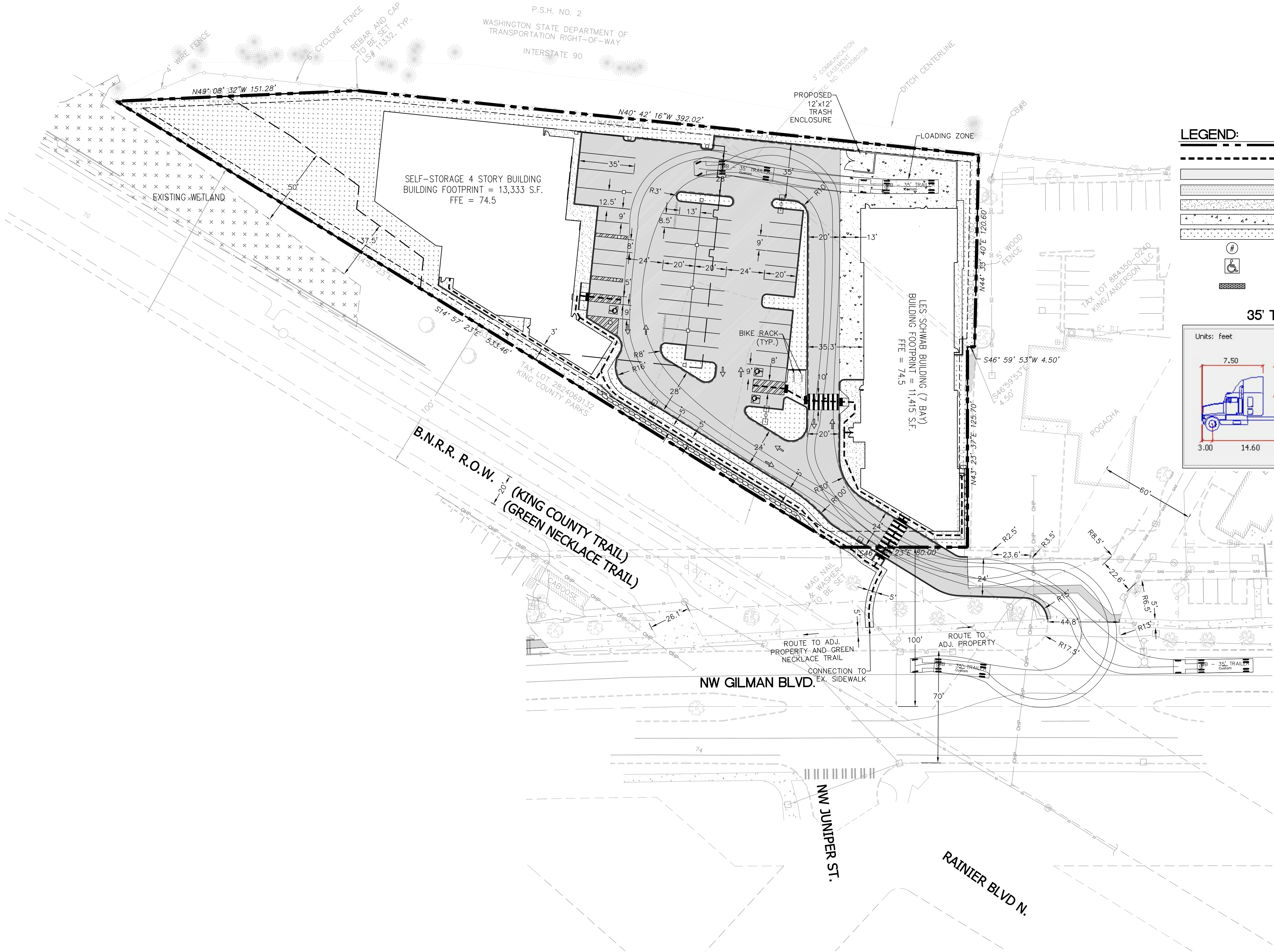
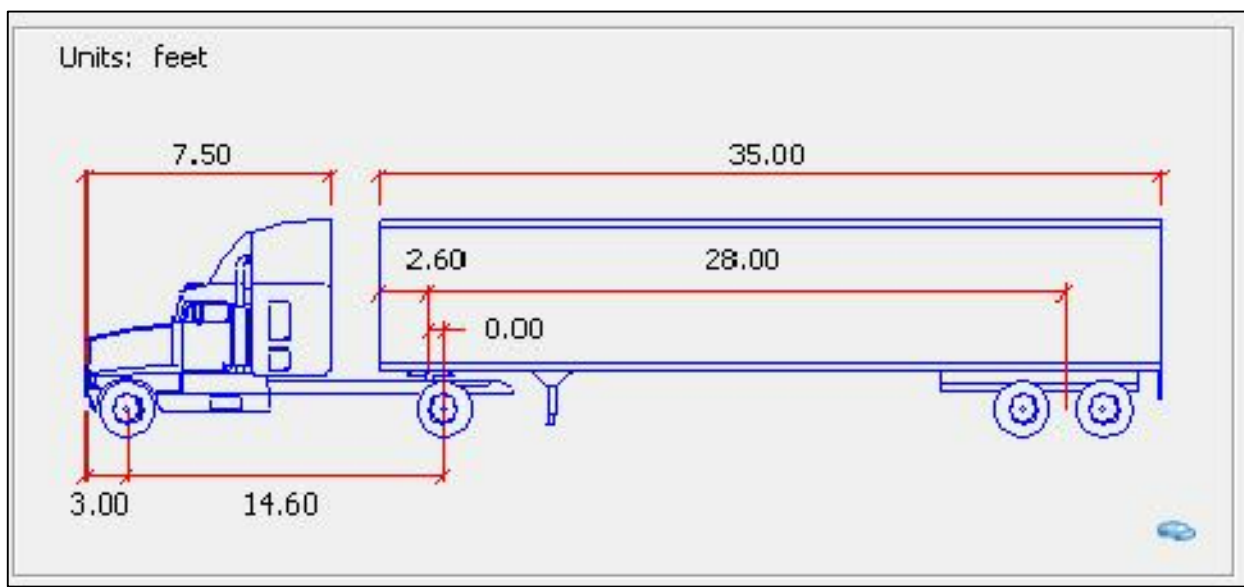
SE 1/4 OF NE 1/4 OF SECTION 28, TOWNSHIP 24N, RANGE 6E, W.M.



LEGEND:

- PROPERTY LINE
- PEDESTRIAN ACCESS ROUTE
- STANDARD DUTY PAVEMENT
- HEAVY DUTY PAVEMENT
- CONCRETE SIDEWALK
- CONCRETE PAVING
- LANDSCAPE AREA
- NUMBER OF PARKING STALLS
- DENOTES ADA STALLS
- ADA WARNING STRIP

35' TRAILER DELIVERY TRUCK



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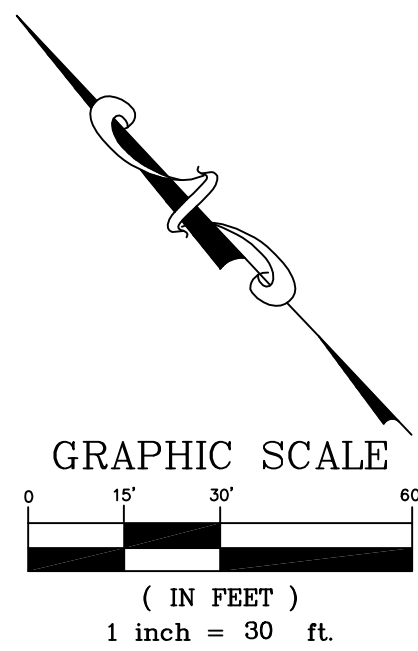


CIVIL CIRCULATION PLAN

C-2.0



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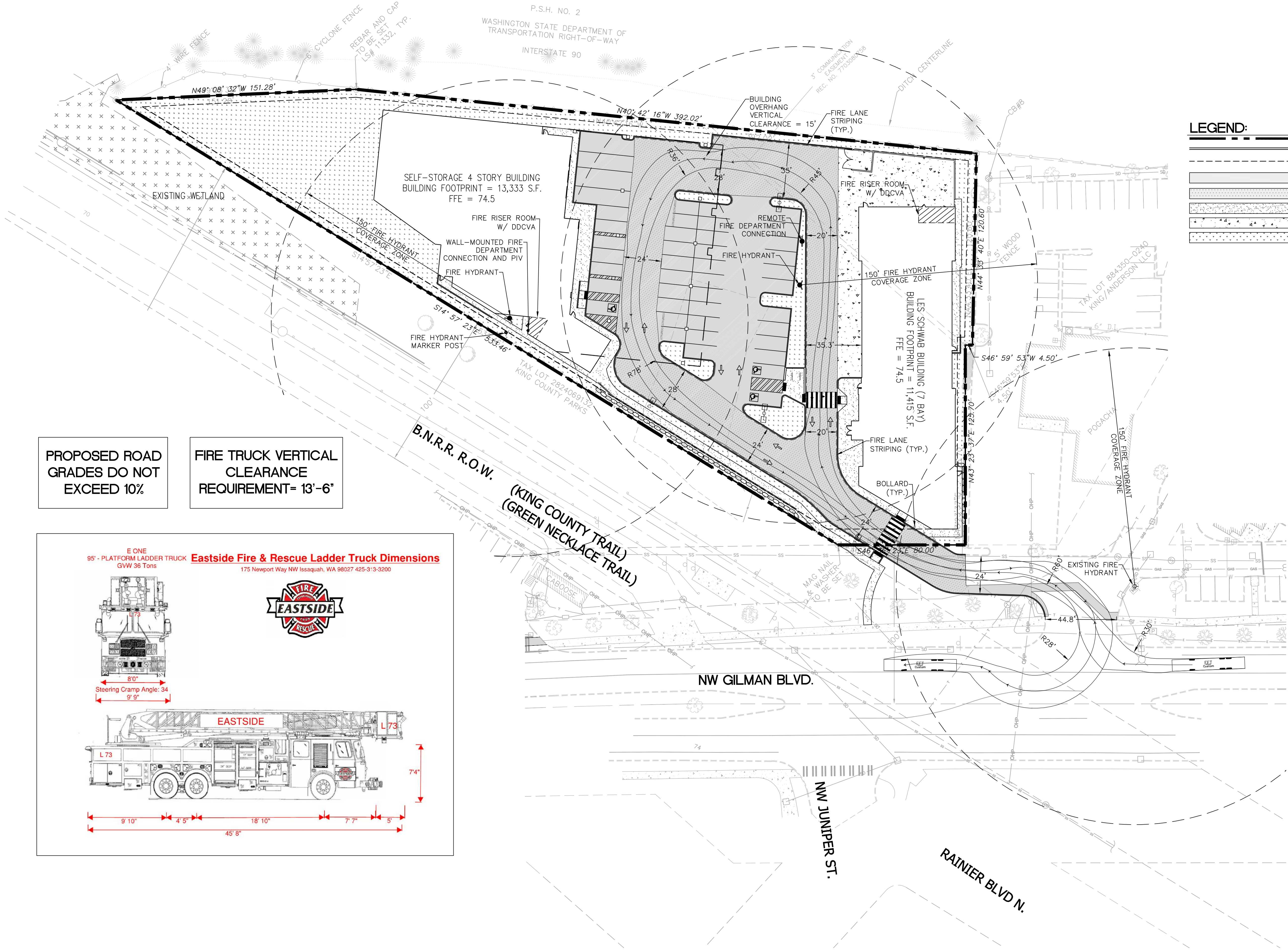
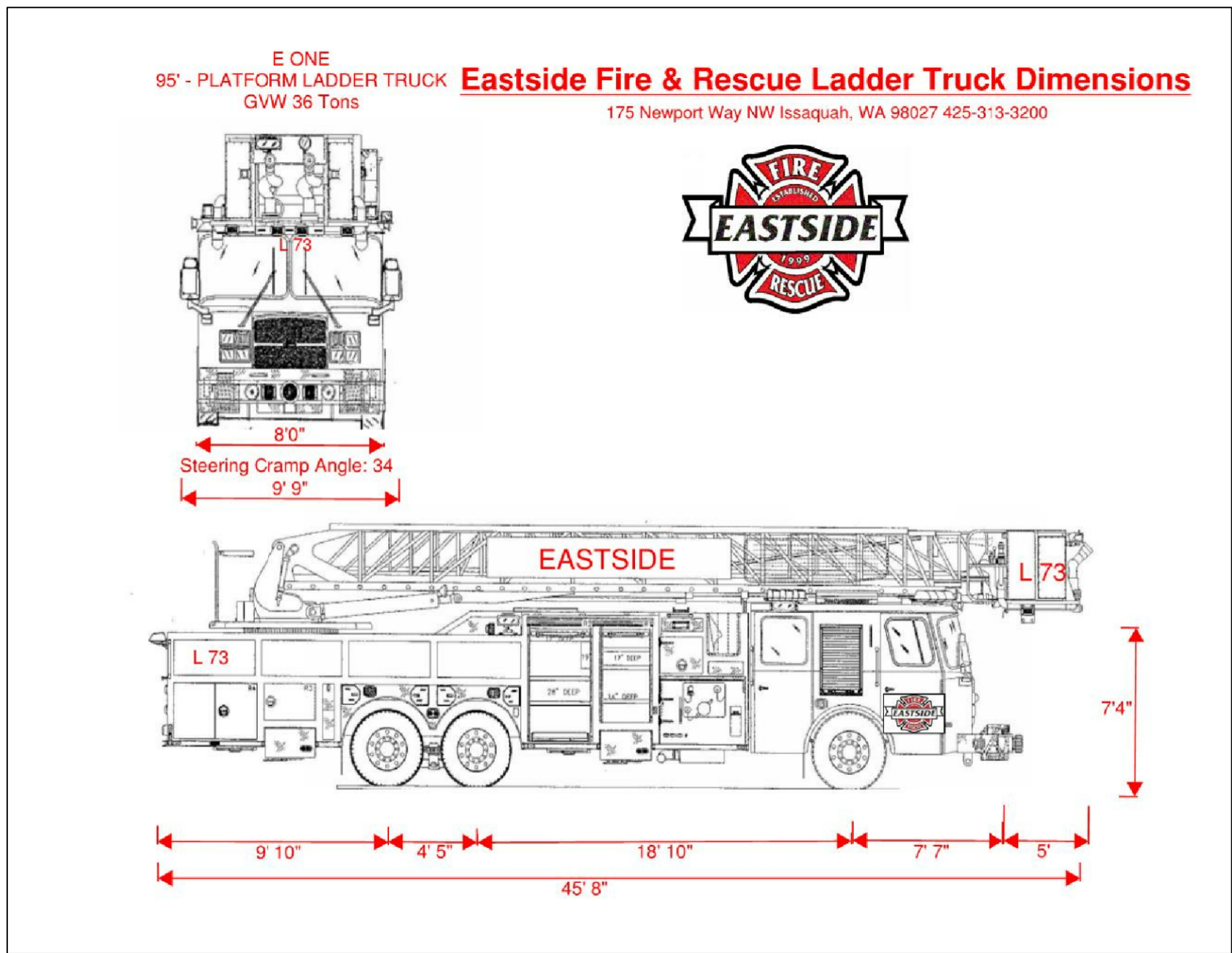


LEGEND:

- PROPERTY LINE
- PROPOSED CEMENT CONCRETE TRAFFIC CURB
- FIRE LANE STRIPING
- STANDARD DUTY PAVEMENT
- HEAVY DUTY PAVEMENT
- CONCRETE SIDEWALK
- CONCRETE PAVING
- LANDSCAPE AREA

PROPOSED ROAD GRADES DO NOT EXCEED 10%

FIRE TRUCK VERTICAL CLEARANCE REQUIREMENT= 13'-6"



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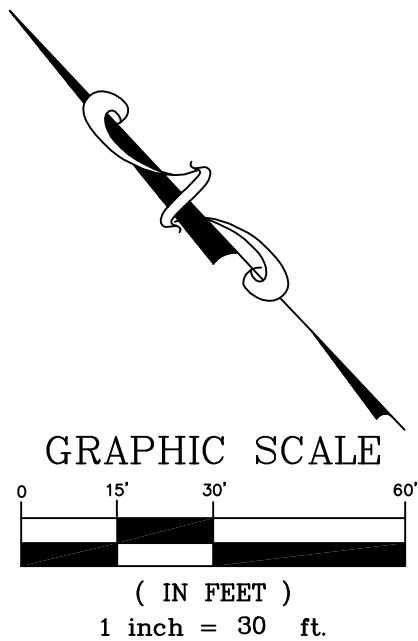
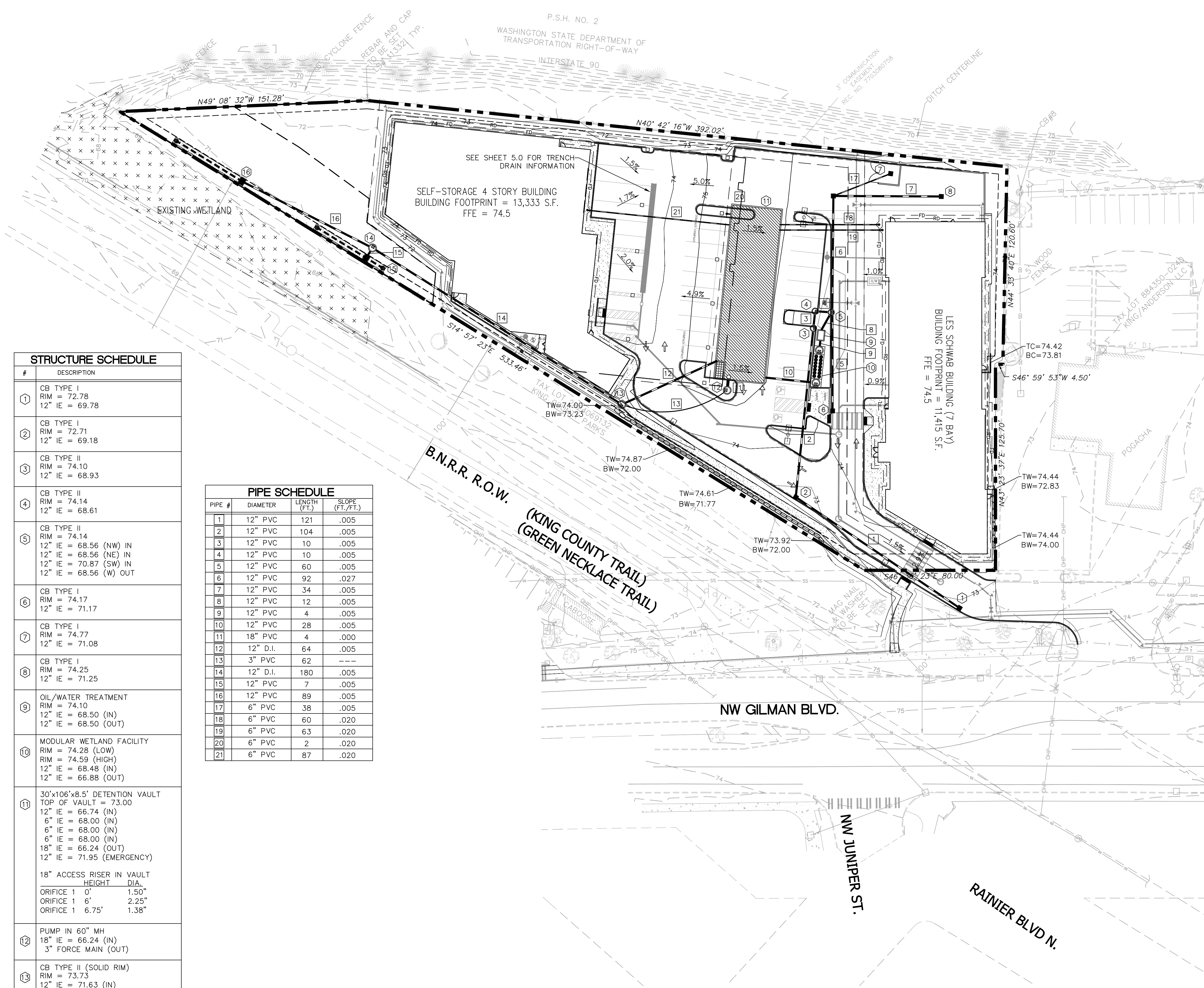
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CIVIL FIRE AND RESCUE PLAN  
**C-3.0**



SE 1/4 OF NE 1/4 OF SECTION 28, TOWNSHIP 24N, RANGE 6E, W.M.



LEGEND:

- SD STORM DRAIN PIPE
- EXISTING STORM DRAIN PIPE
- RD ROOF DRAIN LINE
- FOOTING DRAIN LINE
- FD STORM DRAIN CLEANOUT
- CATCH BASIN TYPE 1/1L
- CATCH BASIN TYPE 2
- HEX (USE FOR STORM DRAINAGE STRUCTURE SCHEDULES ONLY—NOTICE THE ROTATION)
- SQUARE (USE FOR SANITARY SEWER AND STORM DRAINAGE PIPE SCHEDULES)

#	DESCRIPTION
1	CB TYPE I RIM = 72.78 12" IE = 69.78
2	CB TYPE I RIM = 72.71 12" IE = 69.18
3	CB TYPE II RIM = 74.10 12" IE = 68.93
4	CB TYPE II RIM = 74.14 12" IE = 68.61
5	CB TYPE II RIM = 74.14 12" IE = 68.56 (NW) IN 12" IE = 68.56 (NE) IN 12" IE = 70.87 (SW) IN 12" IE = 68.56 (W) OUT
6	CB TYPE I RIM = 74.17 12" IE = 71.17
7	CB TYPE I RIM = 74.77 12" IE = 71.08
8	CB TYPE I RIM = 74.25 12" IE = 71.25
9	OIL/WATER TREATMENT RIM = 74.10 12" IE = 68.50 (IN) 12" IE = 68.50 (OUT)
10	MODULAR WETLAND FACILITY RIM = 74.28 (LOW) RIM = 74.59 (HIGH) 12" IE = 68.48 (IN) 12" IE = 66.88 (OUT)
11	30'x106'x8.5' DETENTION VAULT TOP OF VAULT = 73.00 12" IE = 66.74 (IN) 6" IE = 68.00 (IN) 6" IE = 68.00 (IN) 6" IE = 68.00 (IN) 18" IE = 66.24 (OUT) 12" IE = 71.95 (EMERGENCY)  18" ACCESS RISER IN VAULT HEIGHT DIA. ORIFICE 1 0' 1.50" ORIFICE 1 6' 2.25" ORIFICE 1 6.75' 1.38"
12	PUMP IN 60" MH 18" IE = 66.24 (IN) 3" FORCE MAIN (OUT)
13	CB TYPE II (SOLID RIM) RIM = 73.73 12" IE = 71.63 (IN) 3" FORCE MAIN (IN) 12" IE = 71.63 (OUT)
14	FLOW SPLITTER RIM = 72.84 12" IE = 70.73
15	DISPERSION TRENCH 12" IE = 70.69
16	DISPERSION TRENCH 12" IE = 70.28

PIPE #	DIAMETER	LENGTH (FT.)	SLOPE (FT./FT.)
1	12" PVC	121	.005
2	12" PVC	104	.005
3	12" PVC	10	.005
4	12" PVC	10	.005
5	12" PVC	60	.005
6	12" PVC	92	.027
7	12" PVC	34	.005
8	12" PVC	12	.005
9	12" PVC	4	.005
10	12" PVC	28	.005
11	18" PVC	4	.000
12	12" D.I.	64	.005
13	3" PVC	62	---
14	12" D.I.	180	.005
15	12" PVC	7	.005
16	12" PVC	89	.005
17	6" PVC	38	.005
18	6" PVC	60	.020
19	6" PVC	63	.020
20	6" PVC	2	.020
21	6" PVC	87	.020



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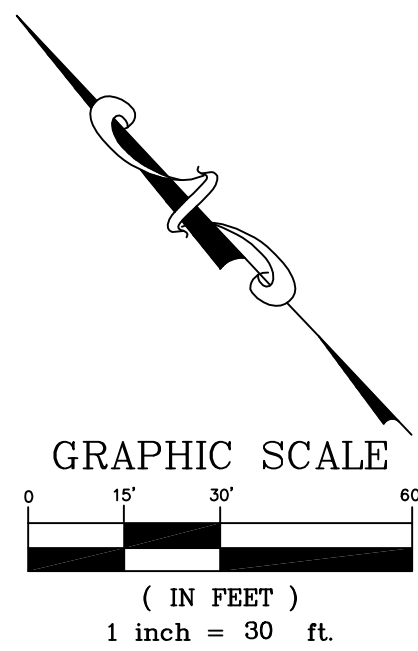
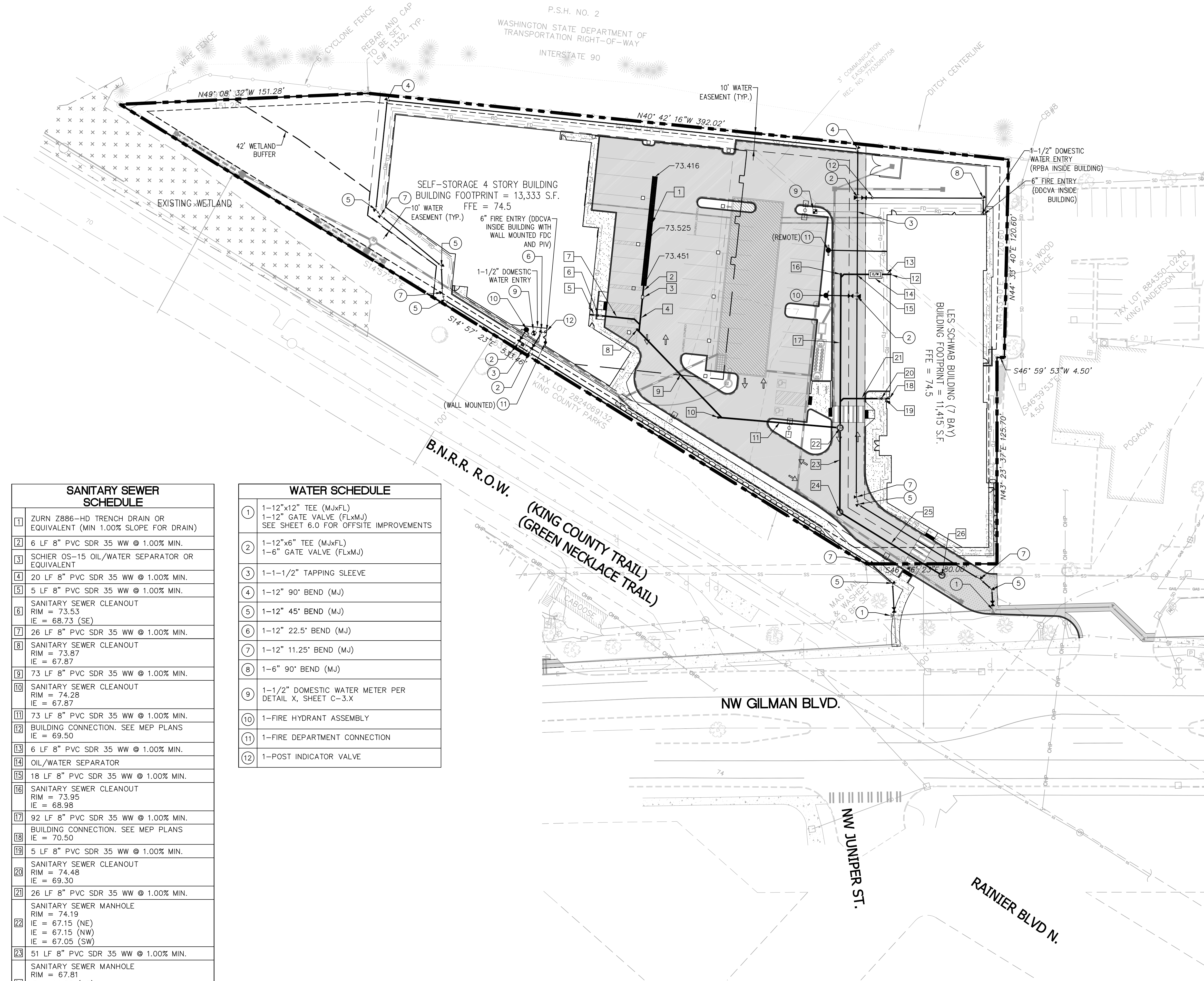
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CAD FILE:	GPIS_120G
JOB NUMBER:	14-140
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STORMWATER  
AND GRADING PLAN  
**C-4.0**



SE 1/4 OF NE 1/4 OF SECTION 28, TOWNSHIP 24N, RANGE 6E, W.M.



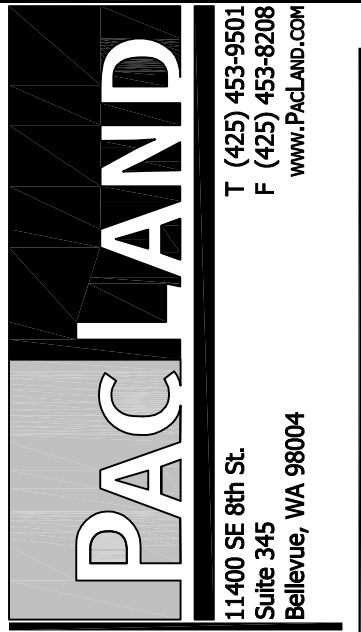
LEGEND:

- XX" WA D.I. WATER MAIN PIPE  
X" DOM WA DOMESTIC WATER PIPE  
WATER METER  
WATER TEE  
GATE VALVE  
REDUCER  
FIRE HYDRANT  
FIRE DEPARTMENT CONNECTION  
POST INDICATOR VALVE  
90° BEND  
45° BEND  
22.5° BEND  
11.25° BEND  
DDCVA  
RBPA  
CIRCLE (USE NUMBERS FOR WATER PLAN AND LETTERING FOR SITE PLAN)  
SANITARY SEWER PIPE  
SANITARY SEWER CLEANOUT  
SANITARY SEWER MANHOLE  
OIL WATER SEPARATOR  
SQUARE (USE FOR SANITARY SEWER AND STORM DRAINAGE PIPE SCHEDULES)

ALL WATER MAIN PIPE SHALL BE RESTRAINED JOINT (RJ)

SANITARY SEWER SCHEDULE	
1	ZURN Z886-HD TRENCH DRAIN OR EQUIVALENT (MIN 1.00% SLOPE FOR DRAIN)
2	6 LF 8" PVC SDR 35 WW @ 1.00% MIN.
3	SCHIER OS-15 OIL/WATER SEPARATOR OR EQUIVALENT
4	20 LF 8" PVC SDR 35 WW @ 1.00% MIN.
5	5 LF 8" PVC SDR 35 WW @ 1.00% MIN.
6	SANITARY SEWER CLEANOUT RIM = 73.53 IE = 68.73 (SE)
7	26 LF 8" PVC SDR 35 WW @ 1.00% MIN.
8	SANITARY SEWER CLEANOUT RIM = 73.87 IE = 67.87
9	73 LF 8" PVC SDR 35 WW @ 1.00% MIN.
10	SANITARY SEWER CLEANOUT RIM = 74.28 IE = 67.87
11	73 LF 8" PVC SDR 35 WW @ 1.00% MIN.
12	BUILDING CONNECTION. SEE MEP PLANS IE = 69.50
13	6 LF 8" PVC SDR 35 WW @ 1.00% MIN.
14	OIL/WATER SEPARATOR
15	18 LF 8" PVC SDR 35 WW @ 1.00% MIN.
16	SANITARY SEWER CLEANOUT RIM = 73.95 IE = 68.98
17	92 LF 8" PVC SDR 35 WW @ 1.00% MIN.
18	BUILDING CONNECTION. SEE MEP PLANS IE = 70.50
19	5 LF 8" PVC SDR 35 WW @ 1.00% MIN.
20	SANITARY SEWER CLEANOUT RIM = 74.48 IE = 69.30
21	26 LF 8" PVC SDR 35 WW @ 1.00% MIN.
22	SANITARY SEWER MANHOLE RIM = 74.19 IE = 67.15 (NE) IE = 67.15 (NW) IE = 67.05 (SW)
23	51 LF 8" PVC SDR 35 WW @ 1.00% MIN.
24	SANITARY SEWER MANHOLE RIM = 67.81 IE = 66.53 (NE) IE = 66.43 (SE)
25	73 LF 8" PVC SDR 35 WW @ 1.00% MIN.
26	SANITARY SEWER MANHOLE RIM = 73.36 IE = ±65.70 (NW) IE = ±65.70 (SE) IE = ±65.70 (SW) CONNECT TO EXISTING SANITARY SEWER MAIN LOCATION PRIOR TO CONSTRUCTION OF ANY PORTION OF PROPOSED SEWER MAIN EXTENSION AND NOTIFY ENGINEER OF ANY DISCREPANCIES.

WATER SCHEDULE	
1	1-12"x12" TEE (MJxFL) 1-12" GATE VALVE (FLxMJ) SEE SHEET 6.0 FOR OFFSITE IMPROVEMENTS
2	1-12"x6" TEE (MJxFL) 1-6" GATE VALVE (FLxMJ)
3	1-1-1/2" TAPPING SLEEVE
4	1-12" 90° BEND (MJ)
5	1-12" 45° BEND (MJ)
6	1-12" 22.5° BEND (MJ)
7	1-12" 11.25° BEND (MJ)
8	1-6" 90° BEND (MJ)
9	1-1/2" DOMESTIC WATER METER PER DETAIL X, SHEET C-3.X
10	1-FIRE HYDRANT ASSEMBLY
11	1-FIRE DEPARTMENT CONNECTION
12	1-POST INDICATOR VALVE



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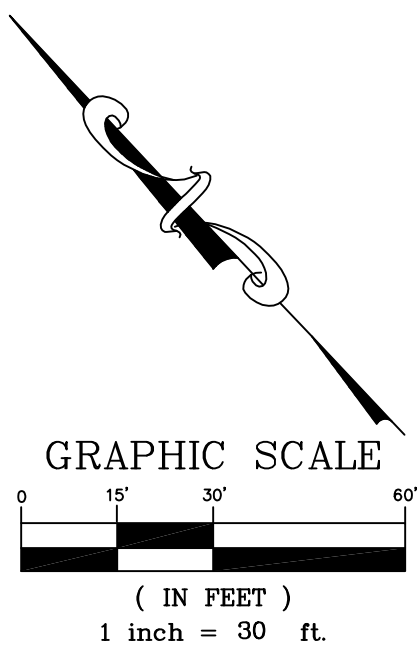
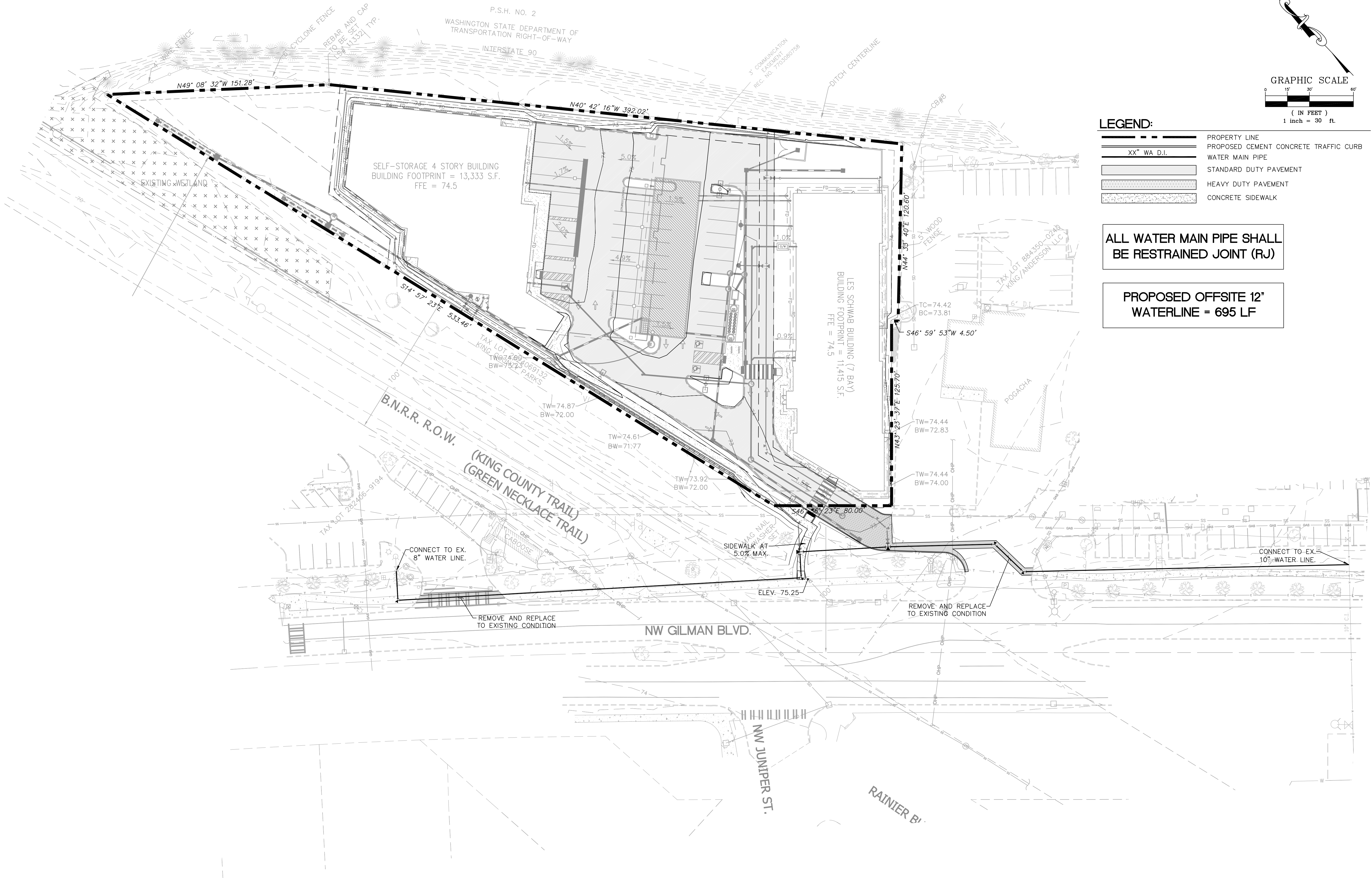


Know what's below.  
Call before you dig.

WATER, SEWER, AND  
OTHER UTILITY PLAN  
**C-5.0**



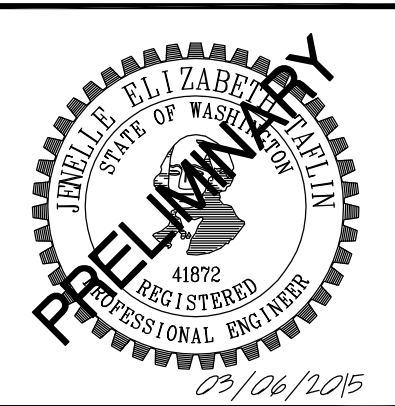
SE 1/4 OF NE 1/4 OF SECTION 28, TOWNSHIP 24N, RANGE 6E, W.M.



- LEGEND:**
- PROPERTY LINE
  - PROPOSED CEMENT CONCRETE TRAFFIC CURB
  - XX" WA D.I.
  - WATER MAIN PIPE
  - STANDARD DUTY PAVEMENT
  - HEAVY DUTY PAVEMENT
  - CONCRETE SIDEWALK

ALL WATER MAIN PIPE SHALL  
BE RESTRAINED JOINT (RJ)

PROPOSED OFFSITE 12"  
WATERLINE = 695 LF



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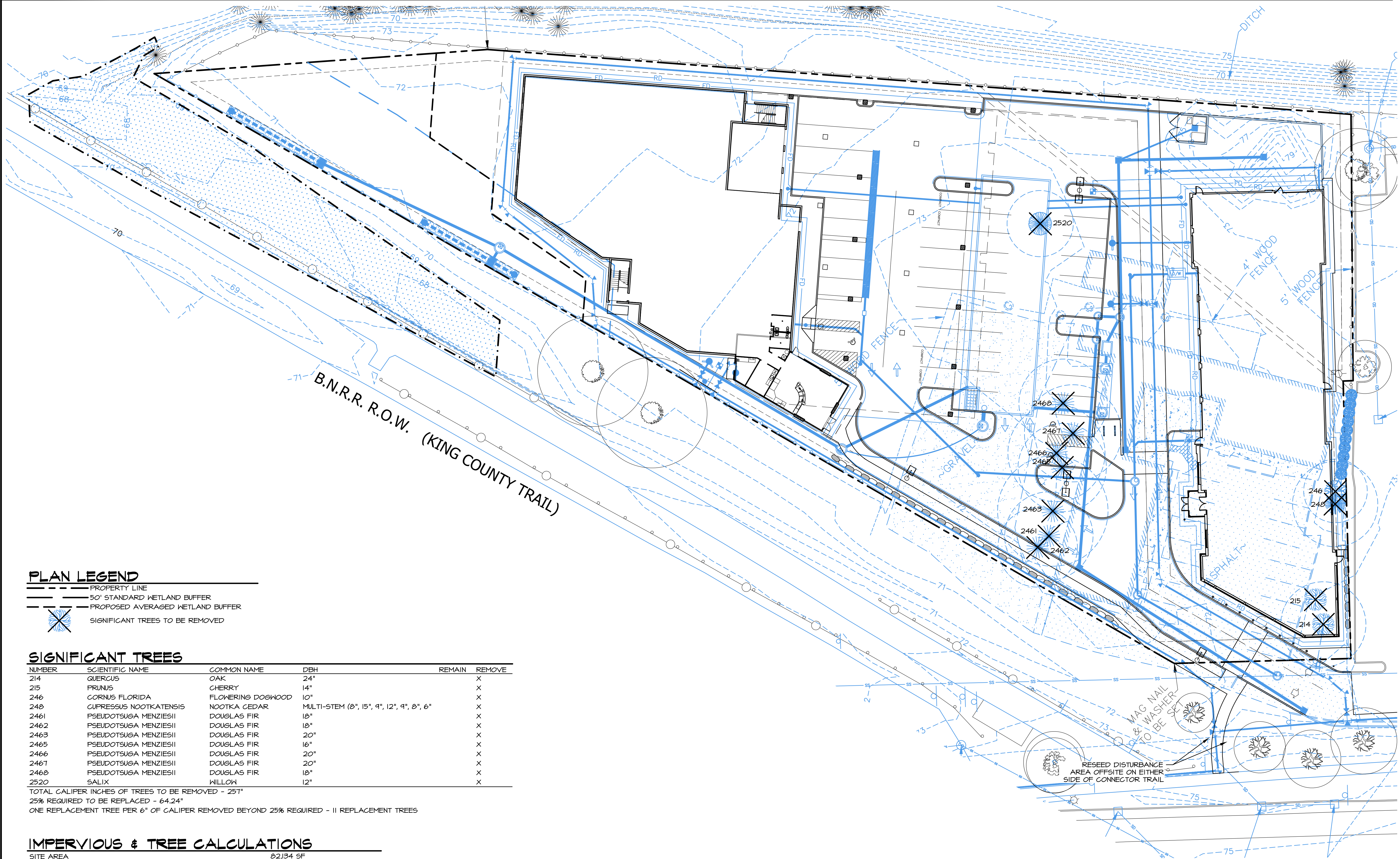
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OFF-SITE  
IMPROVEMENT PLAN  
**C-6.0**





### PLAN LEGEND

- PROPERTY LINE
- 50' STANDARD WETLAND BUFFER
- PROPOSED AVERAGED WETLAND BUFFER
- SIGNIFICANT TREES TO BE REMOVED

### SIGNIFICANT TREES

NUMBER	SCIENTIFIC NAME	COMMON NAME	DBH	REMAIN	REMOVE
214	QUERCUS	OAK	24"		X
215	PRUNUS	CHERRY	14"		X
246	CORNUS FLORIDA	FLOWERING DOGWOOD	10"		X
248	CUPRESSUS NOOTKATENSIS	NOOTKA CEDAR	MULTI-STEM (8", 15", 9", 12", 9", 8", 6"		X
2461	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	18"		X
2462	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	18"		X
2463	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	20"		X
2465	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	16"		X
2466	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	20"		X
2467	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	20"		X
2468	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	18"		X
2520	SALIX	WILLOW	12"		X

TOTAL CALIPER INCHES OF TREES TO BE REMOVED - 257"  
25% REQUIRED TO BE REPLACED - 64.24"

ONE REPLACEMENT TREE PER 6" OF CALIPER REMOVED BEYOND 25% REQUIRED - 11 REPLACEMENT TREES

### IMPERVIOUS & TREE CALCULATIONS

SITE AREA	82,134 SF
TOTAL PERVIOUS	20,216 SF
TOTAL IMPERVIOUS AREA	61,918 SF (75.31%)
FOUR TREES PER 5,000 SF OF SITE AREA OUTSIDE BUFFER	66 TREES REQUIRED

### SHEET INDEX

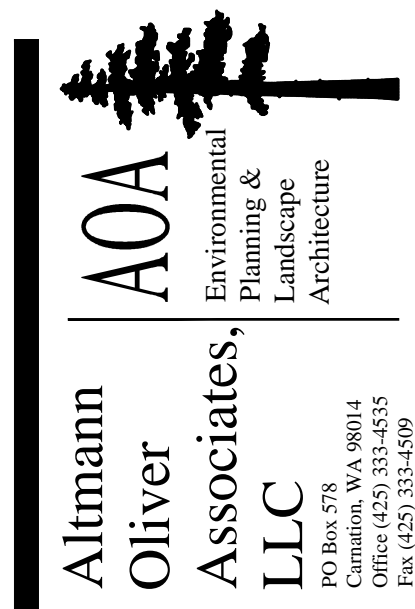
SHEET NUMBER	SHEET TITLE
LI.1	PRELIMINARY TREE PLAN
LI.2	PRELIMINARY LANDSCAPE PLAN

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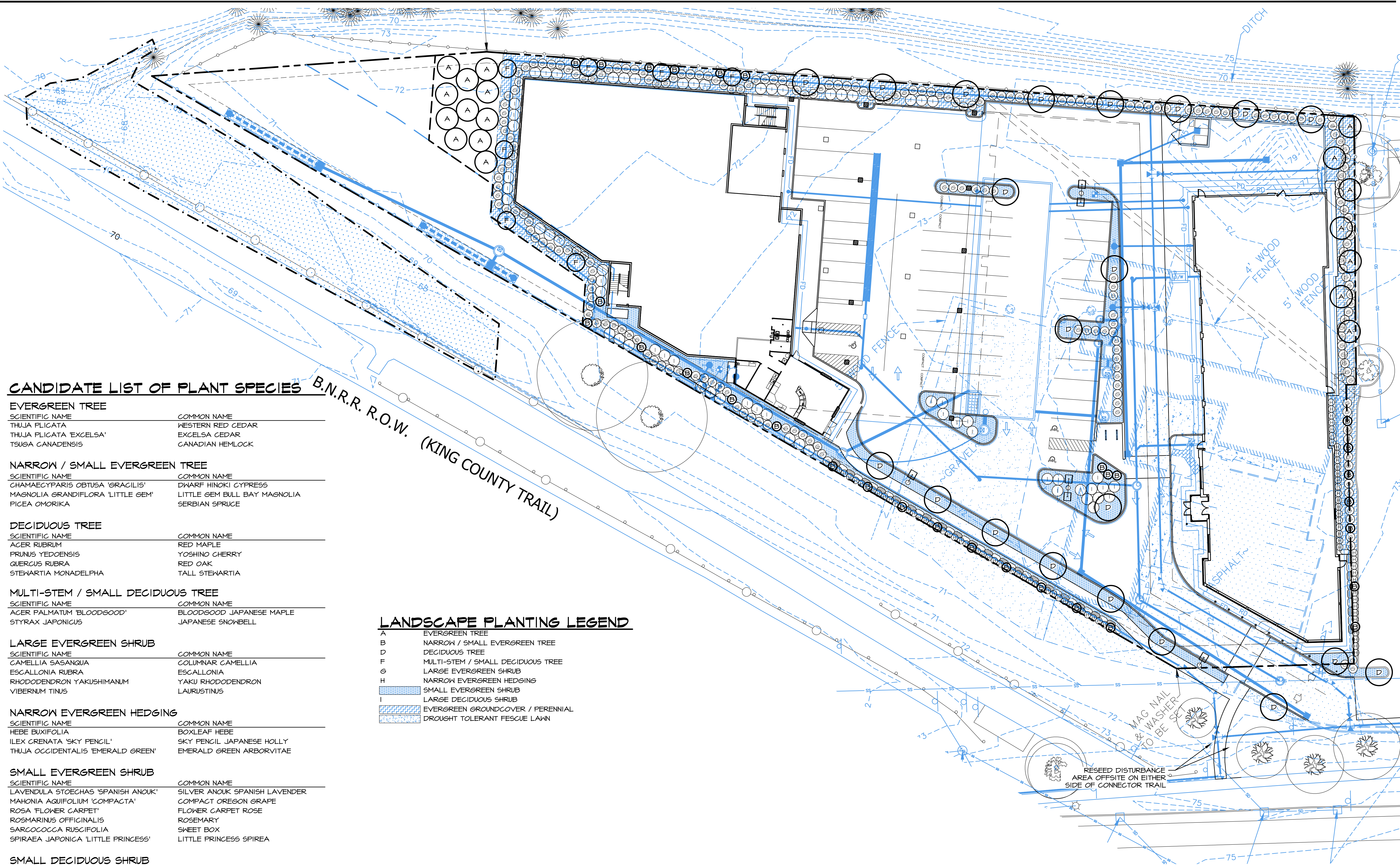
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CANDIDATE LIST OF PLANT SPECIES

EVERGREEN TREE	
SCIENTIFIC NAME	COMMON NAME
THUJA PLICATA	WESTERN RED CEDAR
THUJA PLICATA 'EXCELSA'	EXCELSA CEDAR
TSUGA CANADENSIS	CANADIAN HEMLOCK

NARROW / SMALL EVERGREEN TREE	
SCIENTIFIC NAME	COMMON NAME
CHAMAECYPARIS OBTUSA 'GRACILIS'	DWARF HINOKI CYPRESS
MAGNOLIA GRANDIFLORA 'LITTLE GEM'	LITTLE GEM BULL BAY MAGNOLIA
PICEA OMORICA	SERBIAN SPRUCE

DECIDUOUS TREE	
SCIENTIFIC NAME	COMMON NAME
ACER RUBRUM	RED MAPLE
PRUNUS YEDOENSIS	YOSHINO CHERRY
QUERCUS RUBRA	RED OAK
STEWARTIA MONADELPHA	TALL STEWARTIA

MULTI-STEM / SMALL DECIDUOUS TREE	
SCIENTIFIC NAME	COMMON NAME
ACER PALMATUM 'BLOODGOOD'	BLOODGOOD JAPANESE MAPLE
STYRAX JAPONICUS	JAPANESE SNOWBELL

LARGE EVERGREEN SHRUB	
SCIENTIFIC NAME	COMMON NAME
CAMELLIA SASANGUA	COLUMNAR CAMELLIA
ESCALLONIA RUBRA	ESCALLONIA
RHODODENDRON YAKUSHIMANUM	YAKU RHODODENDRON
VIBERNUM TINUS	LAURUSTINUS

NARROW EVERGREEN HEDGING	
SCIENTIFIC NAME	COMMON NAME
HEBE BUXIFOLIA	BOXLEAF HEBE
ILEX CRENATA 'SKY PENCIL'	SKY PENCIL JAPANESE HOLLY
THUJA OCCIDENTALIS 'EMERALD GREEN'	EMERALD GREEN ARBORVITAE

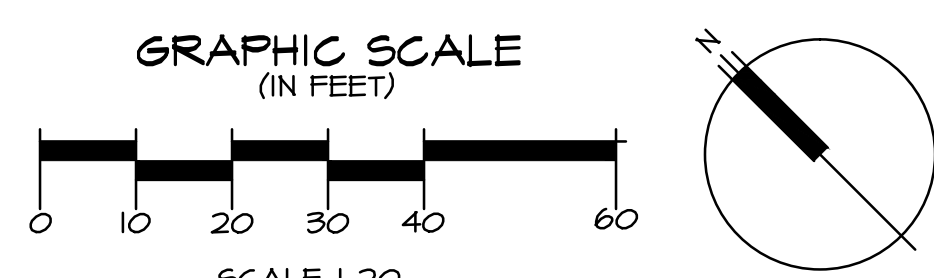
SMALL EVERGREEN SHRUB	
SCIENTIFIC NAME	COMMON NAME
LAVENDULA STOECHAS 'SPANISH ANOUK'	SILVER ANOUK SPANISH LAVENDER
MAHONIA AQUIFOLIUM 'COMPACTA'	COMPACT OREGON GRAPE
ROSA 'FLOWER CARPET'	FLOWER CARPET ROSE
ROSMARINUS OFFICINALIS	ROSEMARY
SARCOCOCCA RUSCIFOLIA	SHEET BOX
SPIRAEA JAPONICA 'LITTLE PRINCESS'	LITTLE PRINCESS SPIREA

SMALL DECIDUOUS SHRUB	
SCIENTIFIC NAME	COMMON NAME
PANICUM 'HEAVY METAL'	HEAVY METAL SWITCHGRASS

EVERGREEN GROUNDCOVER / PERENNIALS	
SCIENTIFIC NAME	COMMON NAME
ARCHTOSTAPHYLOS U. 'MASSACHUSETTS'	MASSACHUSETTS KINNICKINNIK
ASTILBE ARENDsii HYBRIDS	ASTILBE
BERBERIS THUNBERGII 'CONCORDE'	PURPLE LEAF JAPANESE BARBERRY
BERGENIA CORDIFOLIA 'WINTERGLUT'	HEARTLEAF BERGENIA
DAPHNE X TRANS. 'ETERNAL FRAGRANCE'	ETERNAL FRAGRANCE DAPHNE
ECHINACEA 'WHITE SWAN'	WHITE SWAN CONEFLOWER
HELLEBORUS ARGUTIFOLIUS 'PAC. FROST'	PACIFIC FROST HELLEBORE
HOSTA 'FRANCEE, PATRIOT OR SAGAE'	FRANCEE, PATRIOT OR SAGAE HOSTA
IBERIS SEMPERVIRENS 'SNOWFLAKE'	SNOWFLAKE CANDY TUFT
PENNISETUM ALOPECUROIDES 'PIGLET'	PIGLET FOUNTAIN GRASS
RUDBECKIA HIRTA	GLORIOSA DAISY

LANDSCAPE PLANTING LEGEND

A	EVERGREEN TREE
B	NARROW / SMALL EVERGREEN TREE
D	DECIDUOUS TREE
F	MULTI-STEM / SMALL DECIDUOUS TREE
G	LARGE EVERGREEN SHRUB
H	NARROW EVERGREEN HEDGING
I	SMALL EVERGREEN SHRUB
J	LARGE DECIDUOUS SHRUB
K	EVERGREEN GROUNDCOVER / PERENNIAL
L	DROUGHT TOLERANT FESCUE LAWN



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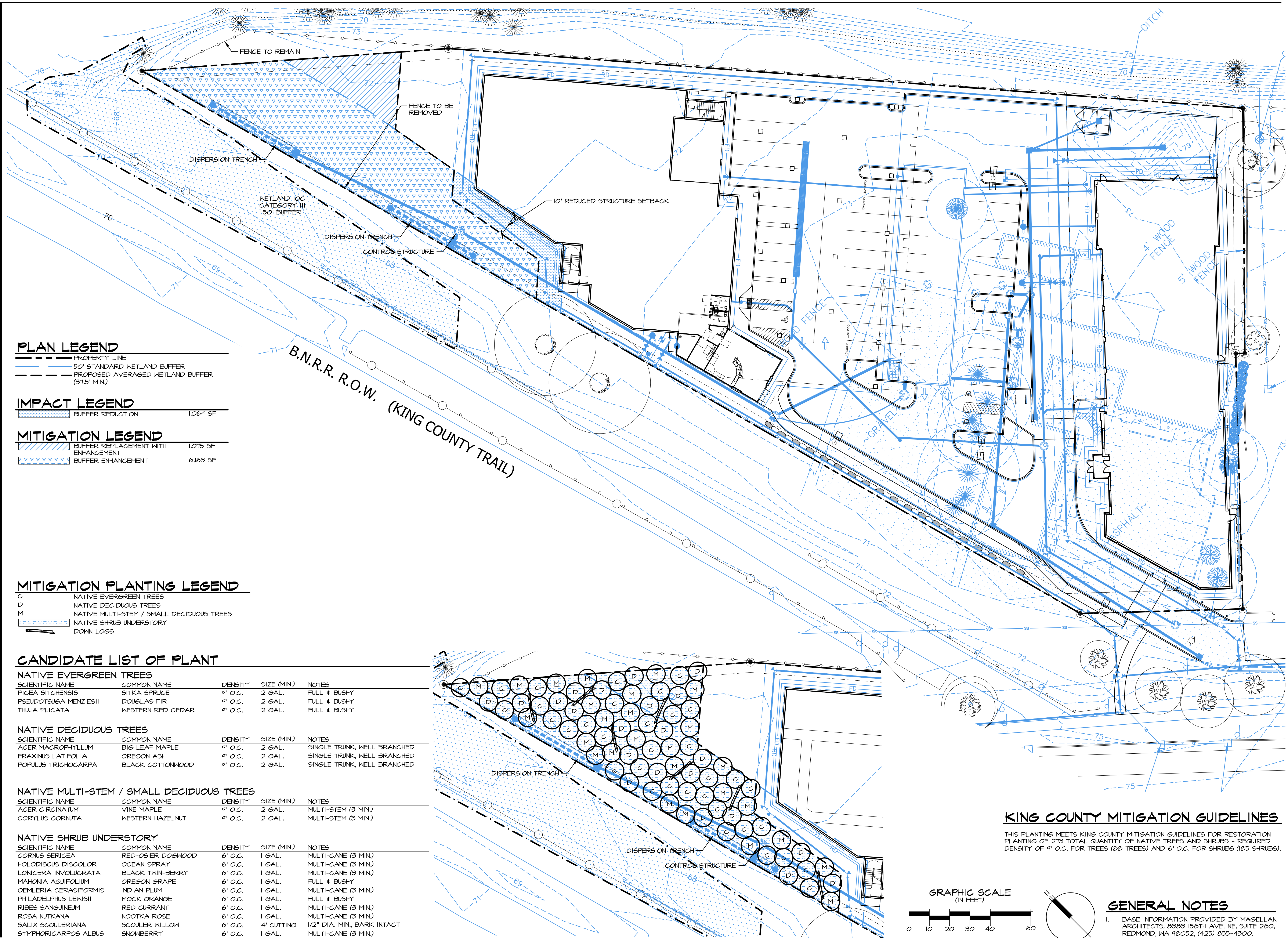
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PRELIMINARY LANDSCAPE PLAN

L1.2





### PLAN LEGEND

---	PROPERTY LINE
---	50' STANDARD WETLAND BUFFER
---	PROPOSED AVERAGED WETLAND BUFFER (37.5' MIN.)

### IMPACT LEGEND

---	BUFFER REDUCTION	1,064 SF
-----	------------------	----------

### MITIGATION LEGEND

---	BUFFER REPLACEMENT WITH ENHANCEMENT	1,075 SF
---	BUFFER ENHANCEMENT	6,163 SF

### MITIGATION PLANTING LEGEND

C	NATIVE EVERGREEN TREES
D	NATIVE DECIDUOUS TREES
M	NATIVE MULTI-STEM / SMALL DECIDUOUS TREES
---	NATIVE SHRUB UNDERSTORY
---	DOWN LOGS

### CANDIDATE LIST OF PLANT

#### NATIVE EVERGREEN TREES

SCIENTIFIC NAME	COMMON NAME	DENSITY	SIZE (MIN.)	NOTES
PICEA SITCHENSIS	SITKA SPRUCE	9' O.C.	2 GAL.	FULL & BUSHY
PSEUDOTSUGA MENZIESII	DOUGLAS FIR	9' O.C.	2 GAL.	FULL & BUSHY
THUJA PLICATA	WESTERN RED CEDAR	9' O.C.	2 GAL.	FULL & BUSHY

#### NATIVE DECIDUOUS TREES

SCIENTIFIC NAME	COMMON NAME	DENSITY	SIZE (MIN.)	NOTES
ACER MACROPHYLLUM	BIG LEAF MAPLE	9' O.C.	2 GAL.	SINGLE TRUNK, WELL BRANCHED
FRAXINUS LATIFOLIA	OREGON ASH	9' O.C.	2 GAL.	SINGLE TRUNK, WELL BRANCHED
POPULUS TRICHOCARPA	BLACK COTTONWOOD	9' O.C.	2 GAL.	SINGLE TRUNK, WELL BRANCHED

#### NATIVE MULTI-STEM / SMALL DECIDUOUS TREES

SCIENTIFIC NAME	COMMON NAME	DENSITY	SIZE (MIN.)	NOTES
ACER CIRCINATUM	VINE MAPLE	9' O.C.	2 GAL.	MULTI-STEM (3 MIN.)
CORYLUS CORNUTA	WESTERN HAZELNUT	9' O.C.	2 GAL.	MULTI-STEM (3 MIN.)

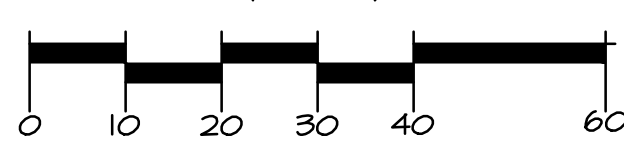
#### NATIVE SHRUB UNDERSTORY

SCIENTIFIC NAME	COMMON NAME	DENSITY	SIZE (MIN.)	NOTES
CORNUS SERICEA	RED-OSIER DOGWOOD	6' O.C.	1 GAL.	MULTI-CANE (3 MIN.)
HOLODISCUS DISCOLOR	OCEAN SPRAY	6' O.C.	1 GAL.	MULTI-CANE (3 MIN.)
LONICERA INVOLUCRATA	BLACK TWIN-BERRY	6' O.C.	1 GAL.	MULTI-CANE (3 MIN.)
MAHONIA AQUIFOLIUM	OREGON GRAPE	6' O.C.	1 GAL.	FULL & BUSHY
OEMLERIA CERASIFORMIS	INDIAN PLUM	6' O.C.	1 GAL.	MULTI-CANE (3 MIN.)
PHILADELPHUS LEWISII	MOCK ORANGE	6' O.C.	1 GAL.	FULL & BUSHY
RIBES SANGUINEUM	RED CURRANT	6' O.C.	1 GAL.	MULTI-CANE (3 MIN.)
ROSIA NUTKANA	NOOTKA ROSE	6' O.C.	1 GAL.	MULTI-CANE (3 MIN.)
SALIX SCOULERIANA	SCOULER WILLOW	6' O.C.	4" CUTTING	1/2" DIA. MIN., BARK INTACT
SYMPHORICARPOS ALBUS	SNOWBERRY	6' O.C.	1 GAL.	MULTI-CANE (3 MIN.)

### KING COUNTY MITIGATION GUIDELINES

THIS PLANTING MEETS KING COUNTY MITIGATION GUIDELINES FOR RESTORATION PLANTING OF 273 TOTAL QUANTITY OF NATIVE TREES AND SHRUBS - REQUIRED DENSITY OF 9' O.C. FOR TREES (88 TREES) AND 6' O.C. FOR SHRUBS (185 SHRUBS).

GRAPHIC SCALE  
(IN FEET)



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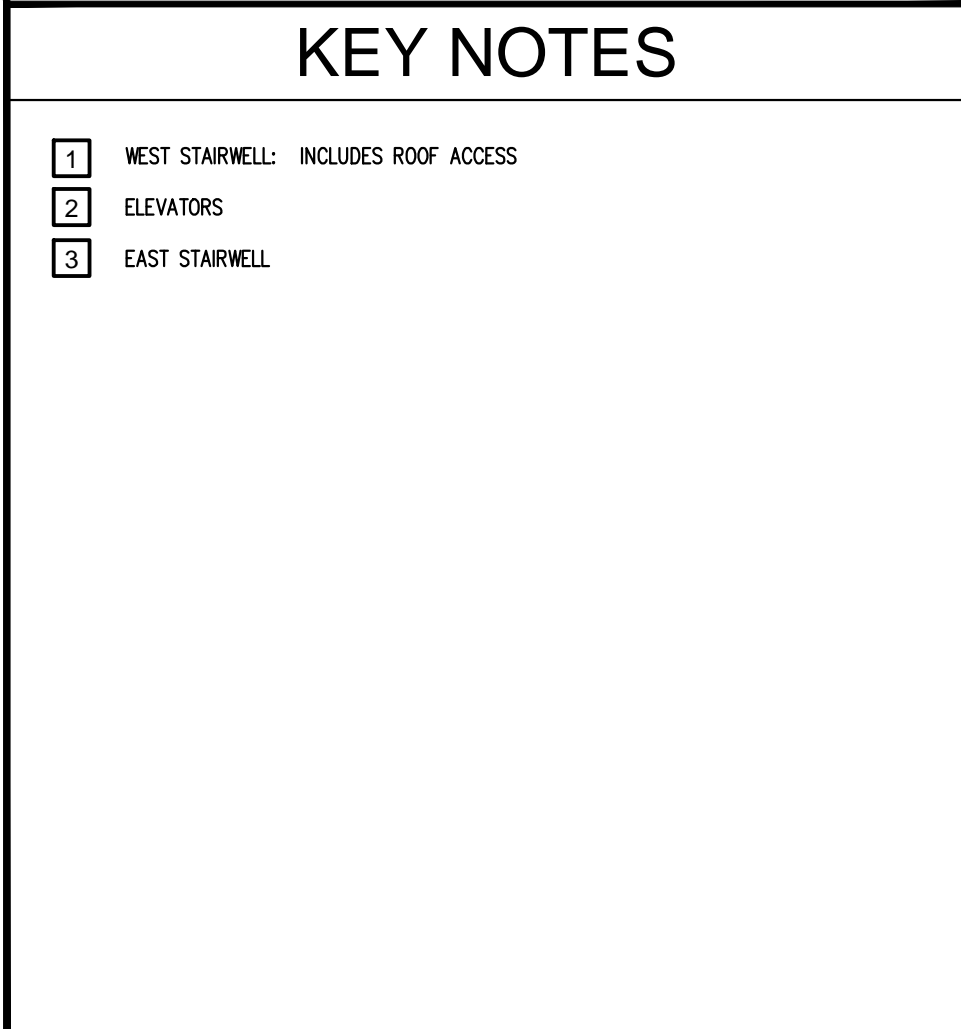
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PRELIMINARY WETLAND  
BUFFER MITIGATION PLAN  
**W1.1**













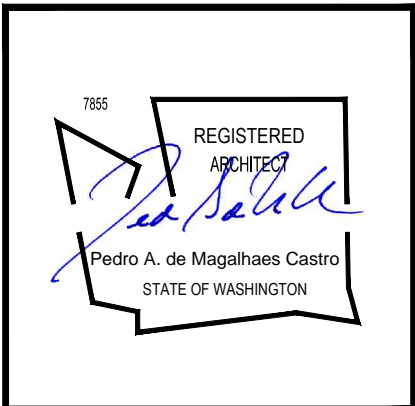
### KEY NOTES

- 1 WEST STAIRWELL: INCLUDES ROOF ACCESS
- 2 ELEVATORS
- 3 EAST STAIRWELL



### THIRD FLOOR PLAN

SCALE: 1/8" = 1'-0"



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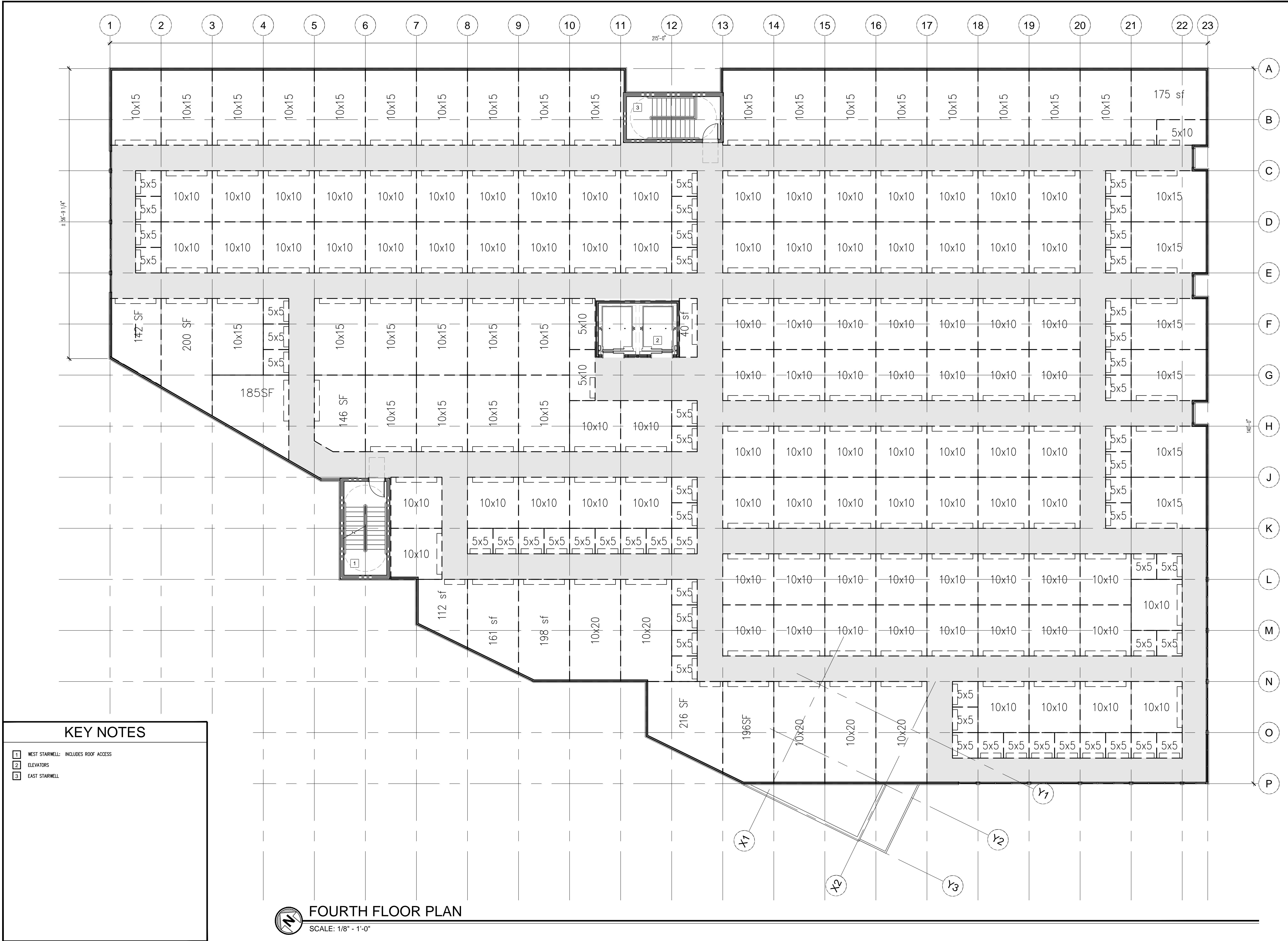
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STORAGE BUILDING  
THIRD FLOOR PLAN  
**AA2.3**





### KEY NOTES

- 1 WEST STAIRWELL: INCLUDES ROOF ACCESS
- 2 ELEVATORS
- 3 EAST STAIRWELL



### FOURTH FLOOR PLAN

SCALE: 1/8" = 1'-0"



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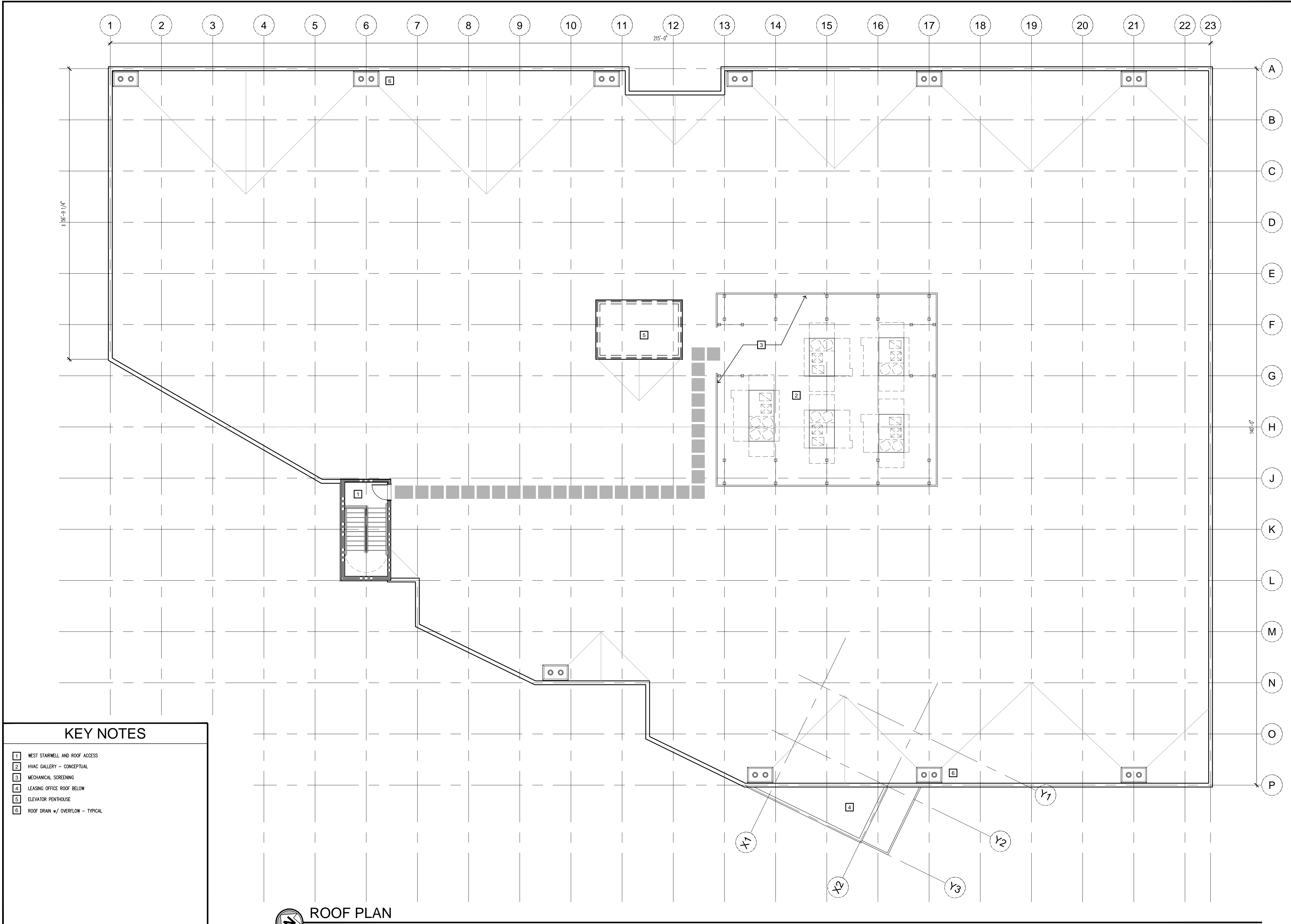
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STORAGE BUILDING  
FOURTH FLOOR PLAN  
**AA2.4**





### KEY NOTES

- 1 WEST STAIRWELL AND ROOF ACCESS
- 2 HVAC GALLERY - CONCEPTUAL
- 3 MECHANICAL SCREENING
- 4 LEASING OFFICE ROOF BELOW
- 5 ELEVATOR PENTHOUSE
- 6 ROOF DRAIN w/ OVERFLOW - TYPICAL



### ROOF PLAN

SCALE: 1/8" = 1'-0"



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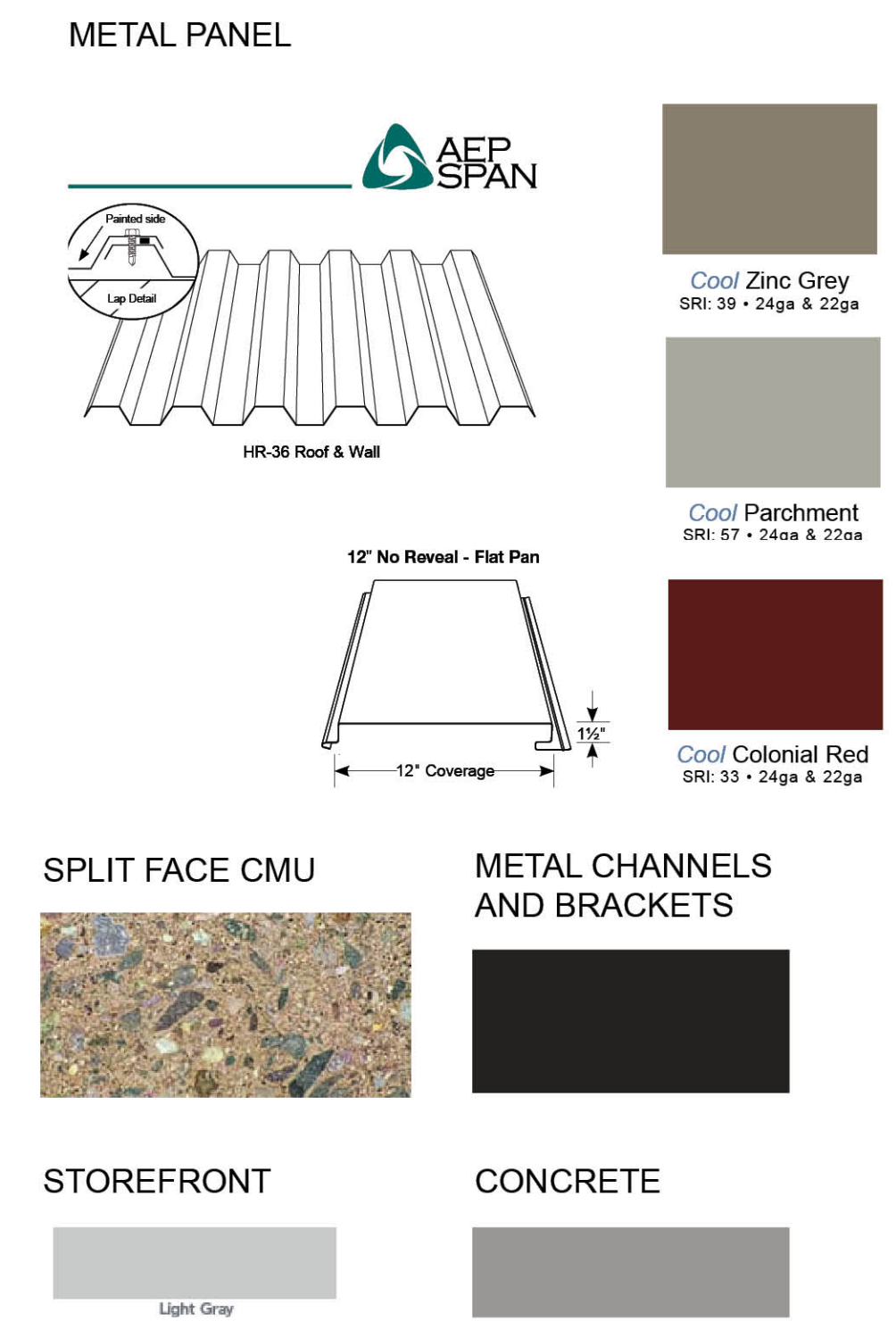
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STORAGE BUILDING  
ROOF PLAN  
**AA2.5**





SCALE: 1/8" = 1'-0"



SCALE: 1/8" = 1'-0"

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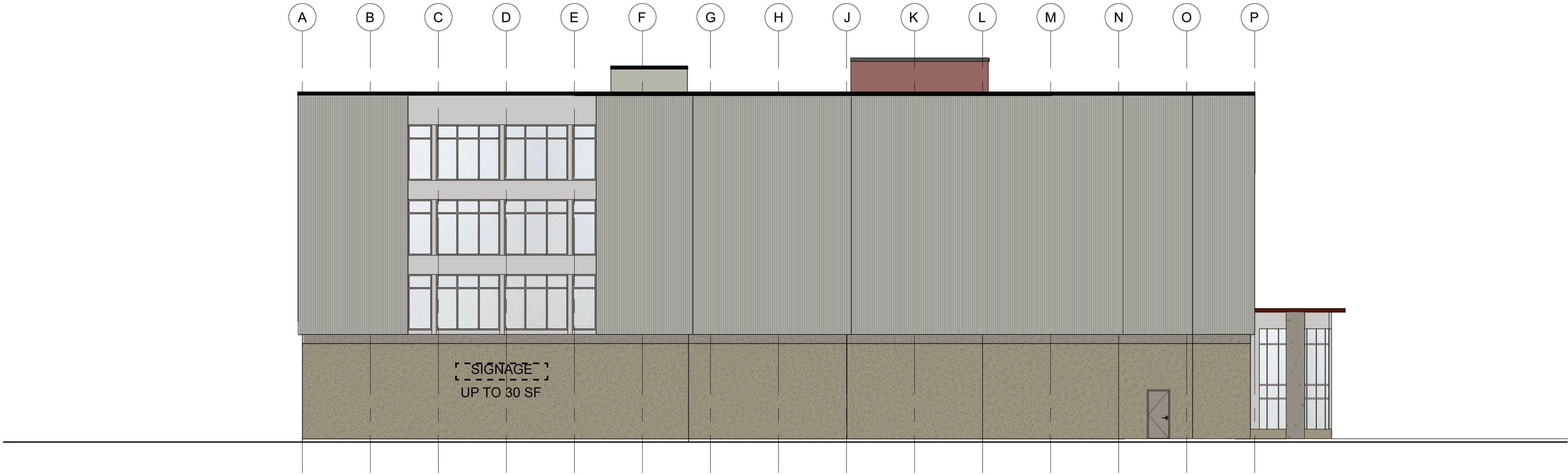
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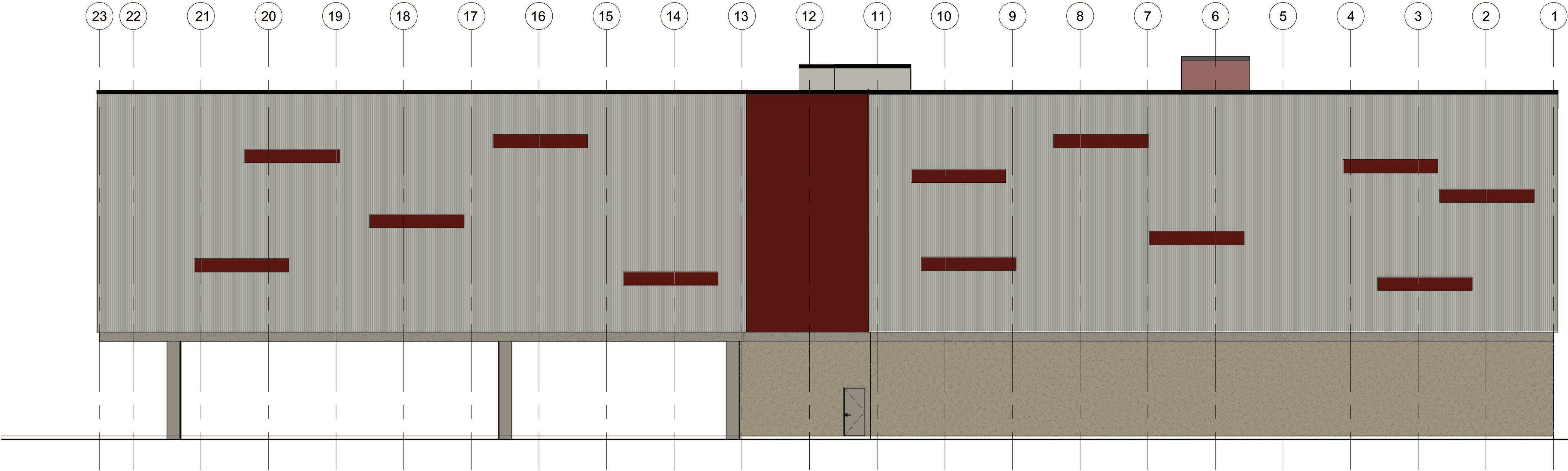
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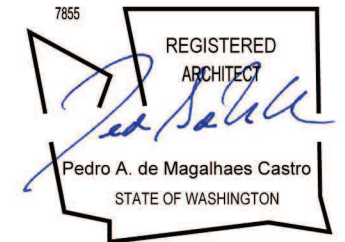
NORTH ELEVATION

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EAST ELEVATION

SCALE: 1/8" = 1'-0"



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STORAGE BUILDING  
EXTERIOR ELEVATIONS  
**AA3.2**





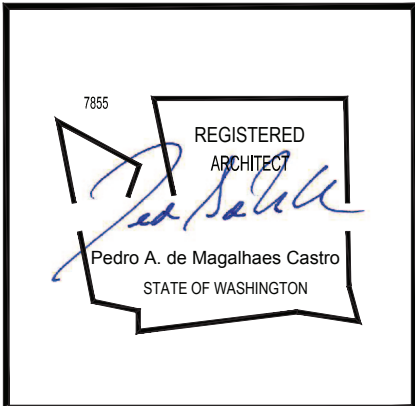
WEST VIEW



NORTH EAST VIEW



SOUTH VIEW



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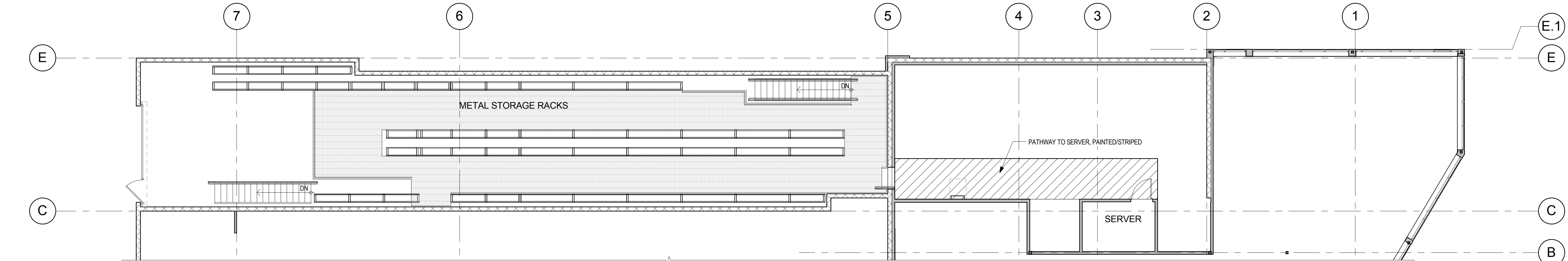
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STORAGE BUILDING  
COLORED PERSPECTIVES  
**AA3.3**

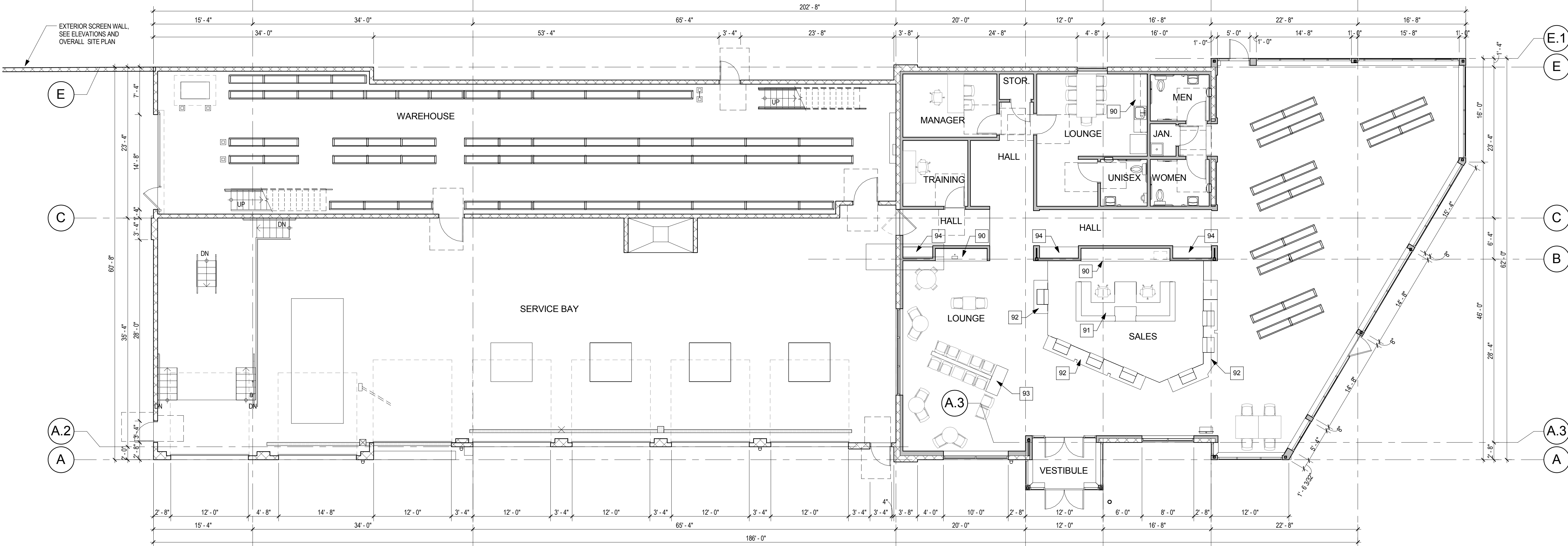


LES SCHWAB PROJECT DATA AND CODE ANALYSIS

APPLICABLE CODES:		2012 IBC, IPC, IEBC, IMC, IFC, IECC, 2011 NEC,	CONSTRUCTION TYPE:	V-B, FULLY SPRINKLERED
BUILDING ANALYSIS			HEIGHT AND AREA INCREASES:	YES
BUILDING HEIGHT:		25'-4"	BASE ALLOWABLE SF/STORIES PER IBC TABLE 503	9000 SF / 1 STORY
BUILDING STORIES:		1	SPRINKLED IN ACCORDANCE WITH IBC 903.3.1.1	YES
BUILDING OCCUPANCIES:		M / S-1	SQUARE FOOTAGE INCREASE PER IBC 506.3	36,000 SF PER STORY = (9,000x2)
OCCUPANCY SEPARATION REQUIRED PER IBC 508.4:		NONE	OCCUPANCY CALCULATIONS	
GROSS SQUARE FOOTAGE PER OCCUPANCY:			OCCUPANCY LOAD CALCULATED USING IBC TABLE 1004.1.2	
GROUND FLOOR M:		4,584 SF	M OCCUPANCY - 4,584 SF 30 GROSS SF/OCCUPANT	
GROUND FLOOR S-1:		6,474 SF		
MEZZANINE LEVEL M:		0 SF	EXITS/EXIT WIDTH PER 1005.3.2	
MEZZANINE LEVEL S-1:		1,498 SF	PROVIDED EXITS AND WIDTH	
TOTAL SQUARE FOOTAGE:		12,556 SF	S-1 OCCUPANCY - 7,972 SF 300 GROSS SF/OCCUPANT	
			EXITS/EXIT WIDTH PER 1005.3.2	
			PROVIDED EXITS AND WIDTH	
			TOTAL OCCUPANT LOAD:	



2 MEZZANINE FLOOR PLAN  
SCALE: 1/8" = 1'-0"



1 GROUND FLOOR PLAN  
SCALE: 1/8" = 1'-0"

Drawn By

Checked By

Date

No.

Revision

**Galloway**  
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6162 S. Willow Dr., Suite 320  
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**Tires**  
**LES SCHWAB**

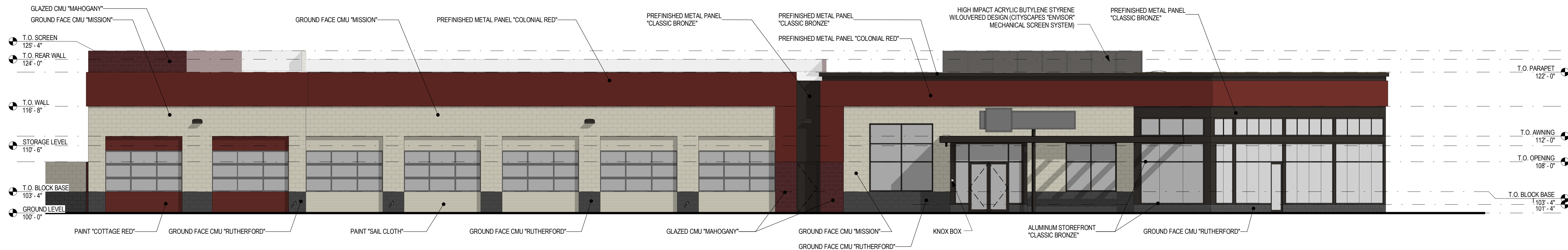
NOT FOR CONSTRUCTION

**LES SCHWAB TIRE CENTER**  
**ISSAQUAH, WA**  
  
Project No: LST700007  
Sheet Scale: As indicated  
Designed By: KCM  
Drawn By: KCM  
Date: 3/8/2015  
  
LES SCHWAB  
FLOOR PLANS AND  
CODE SUMMARY

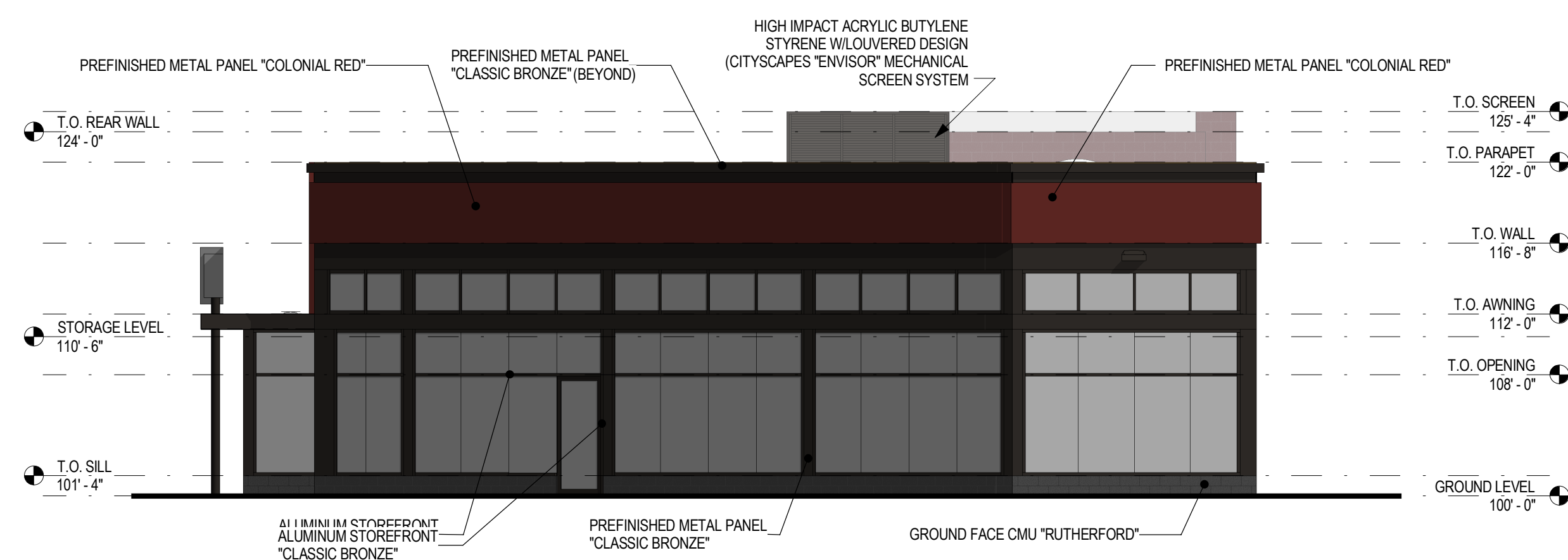
**AB2.1**

160 NW Gilman,  
Issaquah, WA 98027

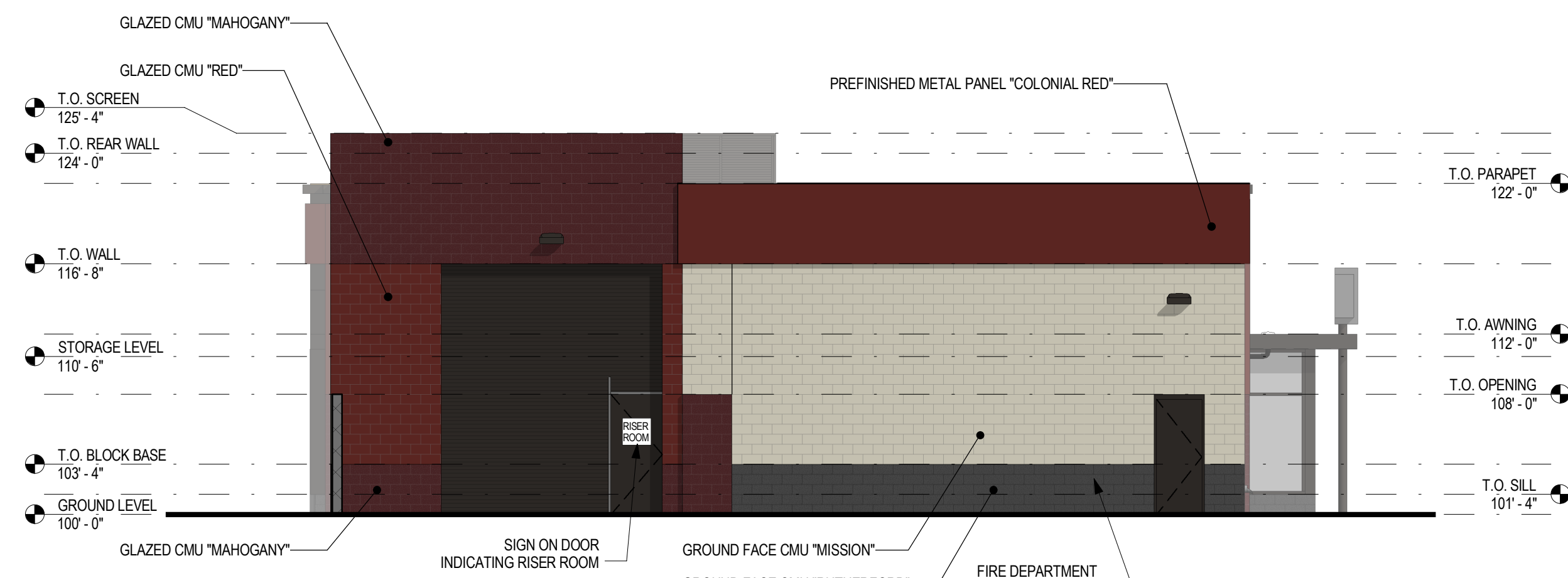




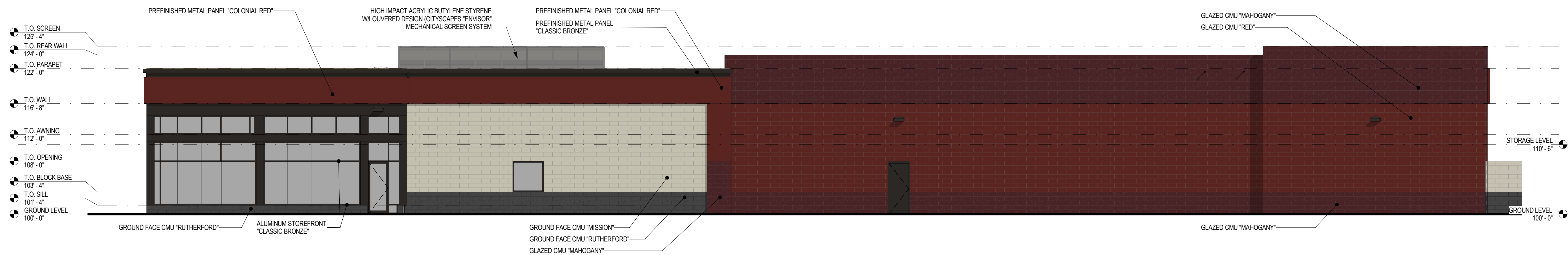
1 FRONT ELEVATION/SOUTHEAST  
SCALE: 1/8" = 1'-0"



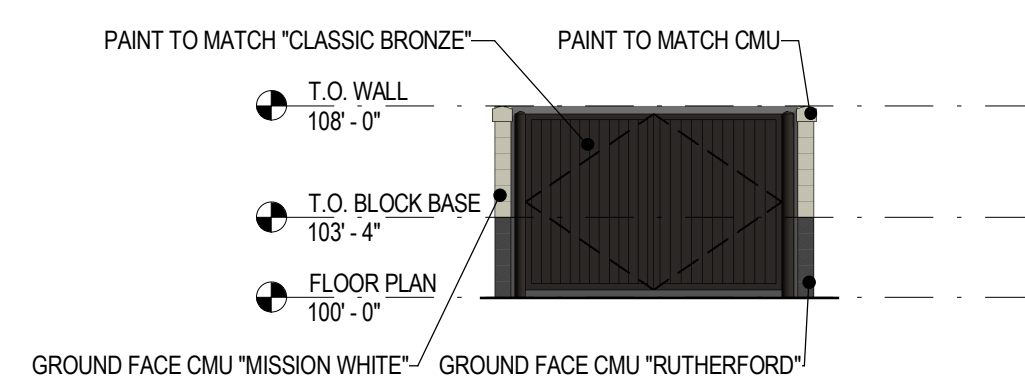
2 SHOWROOM ELEVATION/SOUTHWEST  
SCALE: 1/8" = 1'-0"



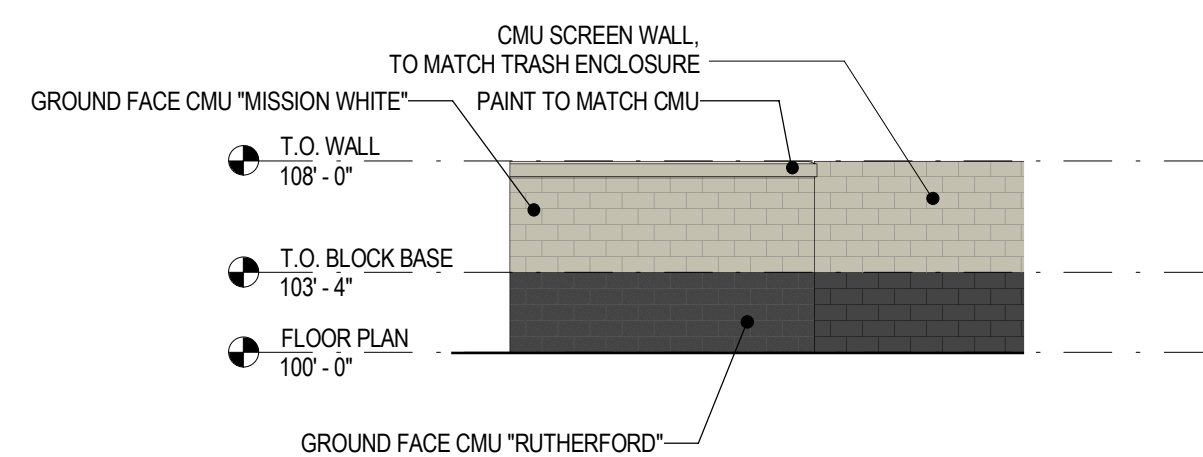
3 LOADING ELEVATION/NORTHEAST  
SCALE: 1/8" = 1'-0"



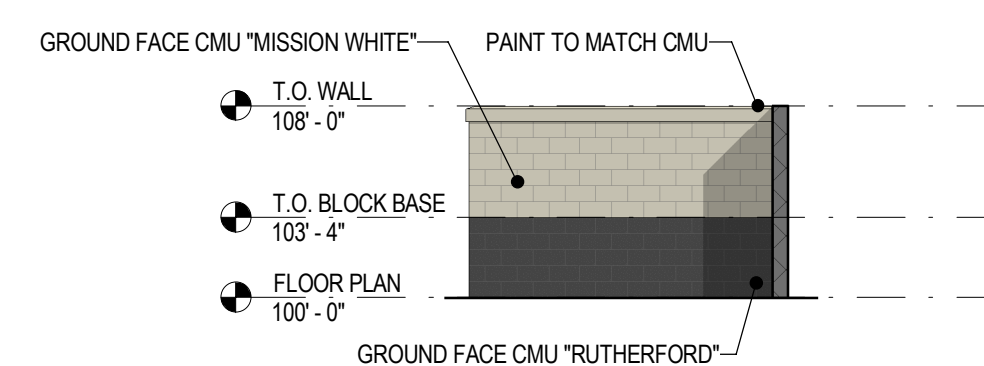
4 REAR ELEVATION/NORTHWEST  
SCALE: 1/8" = 1'-0"



5 FRONT ELEVATION  
SCALE: 1/8" = 1'-0"



6 SIDE ELEVATION  
SCALE: 1/8" = 1'-0"



7 BACK ELEVATION  
SCALE: 1/8" = 1'-0"

No. Revision Drawn By Checked By Date

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**Tires LES SCHWAB**

NOT FOR CONSTRUCTION

LES SCHWAB TIRE CENTER  
ISSAQUAH, WA

160 NW Gilman,  
Issaquah, WA 98027

Project No: LST700007  
Sheet Scale: 1/8" = 1'-0"  
Designed By: KCN  
Drawn By: KB  
Date: 3/8/2015

EXTERIOR  
ELEVATIONS AND  
FINISH SCHEDULE

AB3.1





SCALE:

---



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Issaquah, WA 98027

## COLOR RENDERING

## AB3.2





Customer: Viracon Representative

1" VE1-2M Insulating HS/HS

1/4" (6 mm) Clear HS  
VE-2M #2  
1/2" (13.2 mm) airspace - mill finish  
1/4" (6 mm) Clear HS

MP -2 METAL PANEL TYPE - 2  
(KAWNEER "CLASSIC BRONZE")

MP - 1 METAL PANEL TYPE - 1  
(CITADEL "COLONIAL RED")

BLK -2 POLISHED GROUND FACE  
BLOCK TYPE - 2 (MISSION WHITE)

BLK-4 GLAZED BLOCK TYPE - 4  
(VIVID RED)

BLK-1 POLISHED GROUND FACE  
BLOCK TYPE - 1 (RUTHERFORD)

BLK-3 GLAZED BLOCK TYPE - 3  
(MAHOGONY)

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LES SCHWAB TIRE CENTER  
ISSAQUAH, WA

160 NW Gilman  
Issaquah, WA 98027

Project No: LST700007  
Sheet Scale:  
Designed By: Designer  
Drawn By: Author  
Date: 3/6/2015

LES SCHWAB COLOR  
& MATERIALS BOARD

AB3.3